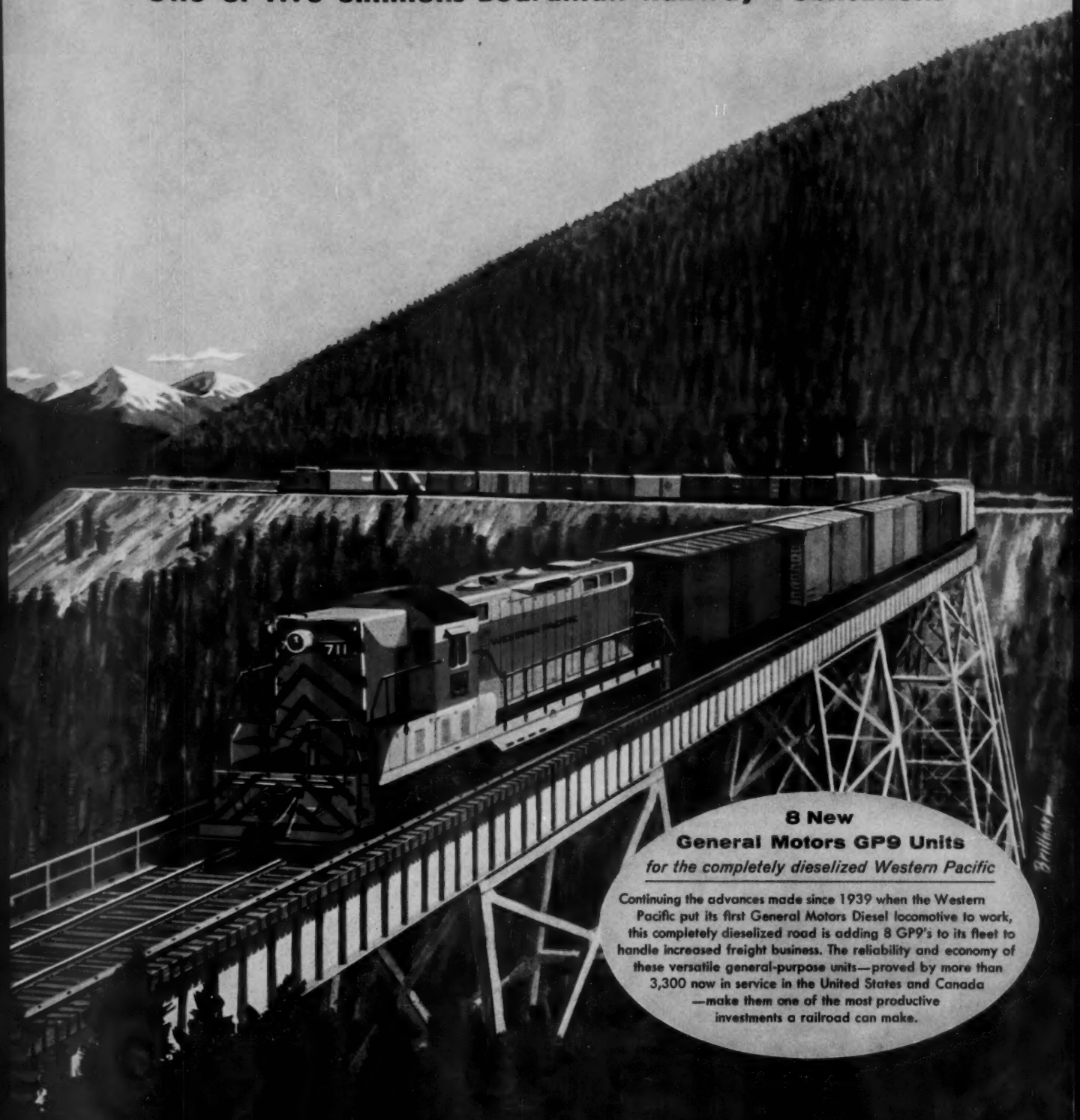
SEPTEMBER 26, 1955

Harriman Safety Award Winners . . . p. 38

RAILWAY AGE

One of Five Simmons-Boardman Railway Publications



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September 26, 1955 **Vol. 139, No. 13**

Week at a Glance

Cabinet Committee report recommendations were analyzed in House committee hearings last week. Secretary Weeks explained the objectives of the report and Carter Fort expounded the railroads' support of the rate-freedom proposals. 7

Joint UP-C&NW operation of through trains between Chicago and the Pacific Coast, in effect for 66 years, will end October 30, when the Milwaukee takes over for the North Western. 8

Transport executives are optimistic about the future progress of each important form of transportation. Last week's Associated Traffic Clubs of America's annual meeting was the forum where they expressed their views. 9

Harriman Awards for the best 1954 safety records have been presented. Gold medal winners: Norfolk & Western, Monon, and Texas Mexican. The railroads' 1954 overall safety record was the best in their history, with fatalities down 15% from the best previous showing. 10 and 38

New "Denver Zephyr" equipment has been ordered from Budd by the Burlington, including four "Siesta coaches," the first to be operated on any railroad. 13

FORUM: Should railroad suppliers join the RPI? The answer is "Yes," and the fundamental reasons are two—such affiliation will be in the interests of the suppliers' customers, and so will advance the legitimate self-interest of the suppliers themselves. 31

"Piggyback" is giving the trucks a run in eastern Canada, where the two principal roads have set up a "three phase" tariff system to accommodate the needs of different classes of shippers using trailer-on-flat-car service between Toronto and Montreal. 32

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Wabco's ability to bounce back and regain its original contour after deflection has made it amazingly successful in air brake packing cups, as well as seals and gaskets. It is this unmatched resiliency that has reduced brake system leakage to a previously unattainable minimum. It made it possible to extend maintenance intervals because of the longer service life.

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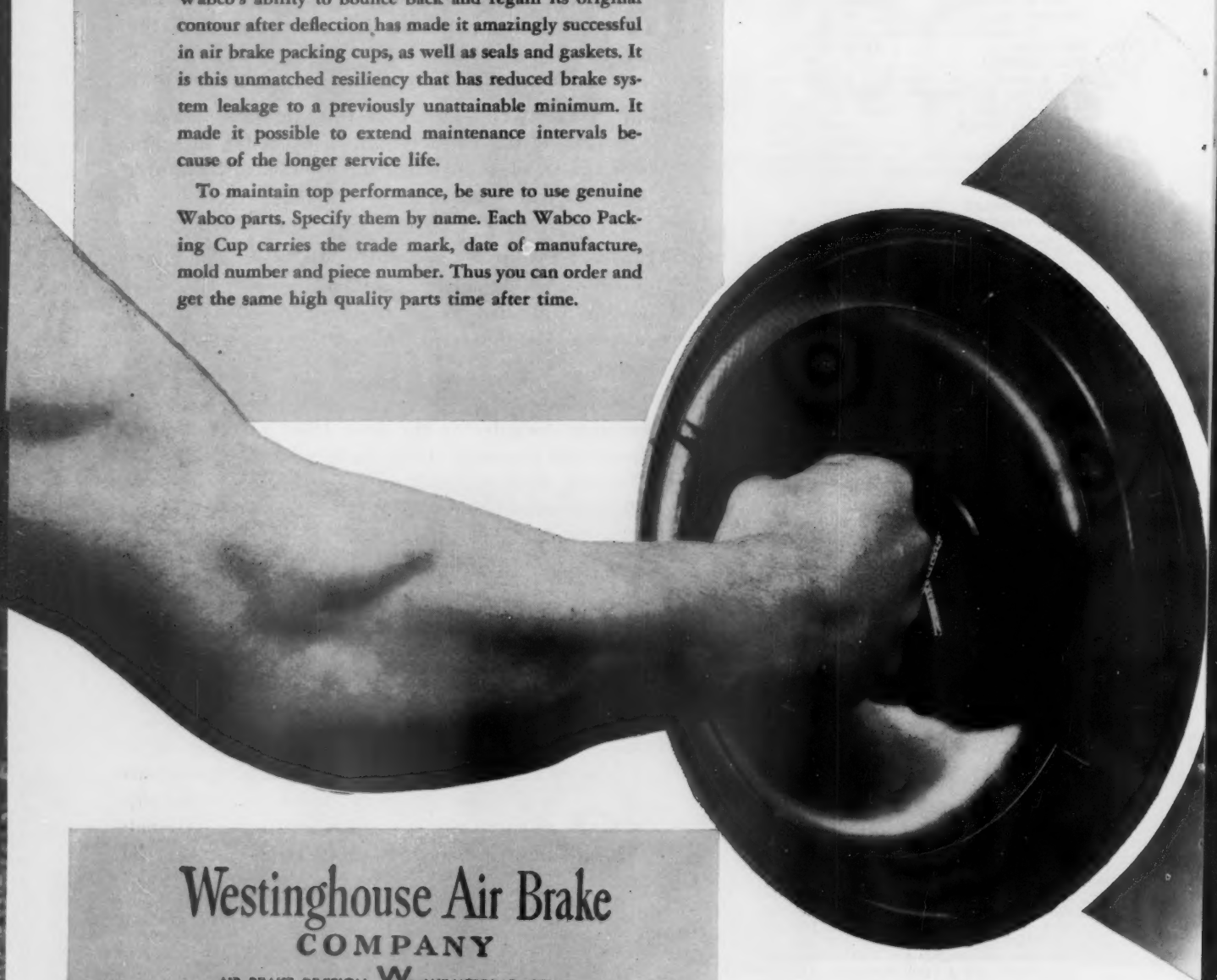

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

WABCO Dated Packing Cups

Current Statistics

Operating revenues, seven months	
1955	$5,684,845,763
1954	5,389,480,775
Operating expenses, seven months	
1955	$4,301,482,889
1954	4,316,285,150
Taxes, seven months	
1955	$ 613,146,288
1954	509,657,790
Net railway operating income, seven months	
1955	$ 622,823,893
1954	416,549,883
Net income estimated, seven months	
1955	$ 490,000,000
1954	283,000,000
Average price railroad stocks	
September 20, 1955	98.47
September 21, 1954	70.15
Carloadings revenue freight	
Thirty-six weeks, 1955	25,647,093
Thirty-six weeks, 1954	23,132,034
Average daily freight car surplus	
Wk. ended Sept. 17, 1955	5,430
Wk. ended Sept. 18, 1954	72,703
Average daily freight car shortage	
Wk. ended Sept. 17, 1955	12,552
Wk. ended Sept. 18, 1954	1,163
Freight cars on order	
September 1, 1955	52,803
September 1, 1954	13,013
Freight cars delivered	
Eight months, 1955	22,820
Eight months, 1954	27,700
Average number of railroad employees	
Mid-August 1955	1,096,072
Mid-August 1954	1,070,687

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Week at a Glance CONTINUED

Insulated "damage free" cars are serving the Texas & Pacific well in the movement of canned goods and similar commodities where sweating induced by sudden temperature changes may cause rusting, or where cold spells may make freezing possible. 34

How the D&RGW finds broken wheels with a device installed at its classification yard at Grand Junction, Colo. 35

Revisions in locomotive inspection rules, particularly those applying to diesels, have been proposed by the ICC, which plans a public hearing in November to get the reaction of railroads and other interests to the changes. 36

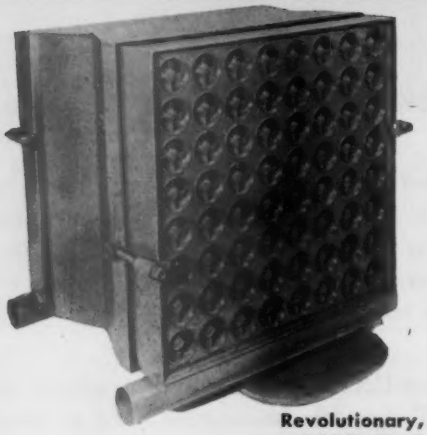
Three lessons in supervision—that's what railroad men at last week's Roadmasters' and Bridge & Building conventions heard from three railroad executives. The topics: How to deal with "automation"; How to work together; and How to keep modern. 40

BRIEFS

New air brakes for new trains — both Westinghouse and New York Air Brake have introduced new designs for stopping the lightweight high-speed "unit" trains now in production. New York's LWE equipment will be installed on the Pullman-Standard trains and some of Westinghouse Air Brake's "26" equipment has been shipped for the ACF Talgo-type trains.

Negotiations on demands by "non-op" brotherhoods for a wage increase of 25 cents an hour began in Chicago on September 20.

Payments by the Railroad Retirement Board, under the Railroad Retirement and Railroad Unemployment Insurance Acts, totaled $754,700,000 in the fiscal year ended June 30, the RRB reports. Both the number of beneficiaries and the amount of benefits were "far above" the figures for any previous year, the board said.



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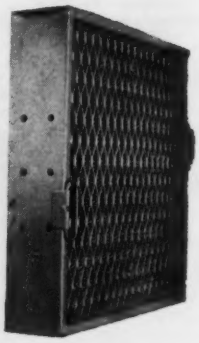

FAR-AIR panel filter: Major American railroads use FAR-AIR panel filters as standard for engine, carbody and passenger car air handling systems. Herringbone-crimp media design assures greater dirt holding capacity, lower pressure loss and less maintenance expense. Product strength and uniformity assures longer service life.

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Cabinet Report Gets House Hearing

Weeks and colleagues defend recommendations, as does AAR's Fort; ATA's Pinkney attacks

Members of President Eisenhower's Cabinet Committee on Transport Policy and Organization explained and defended their report's recommendations last week at hearings before a subcommittee of the House Committee on Interstate and Foreign Commerce.

Secretary of Commerce Weeks, the Cabinet Committee's chairman, said the recommendations "constitute a major constructive step toward maintaining our vital [transportation] industry in sound and vigorous condition." His position was supported by other members of the committee—Secretary of Defense Wilson and Director Flemming of the Office of Defense Mobilization.

For the railroads, J. Carter Fort, vice-president and general counsel of the Association of American Railroads, made a comprehensive presentation in support of the report's rate-freedom proposals. For the trucking industry, James F. Pinkney, general counsel of American Trucking Associations, restated and elaborated ATA's previously revealed position that the report "is an economic boobytrap for small business," which "offers a hunting license and ammunition to the railroads to destroy competitors and disrupt marketing practices." Presentations also were made on behalf of the water carrier and freight forwarder industries.

The Cabinet Committee report was issued last April with 11 recommendations, including the call for more rate-making freedom for railroads and common carriers generally. Other recommendations call for a new declaration of national transportation policy, sharper definitions of private and contract carriage, repeal of the bulk commodity exemption applicable to water carriers, and power for the ICC to override state commissions to permit abandonment of unprofitable intrastate services (*Railway Age*, April 25, page 49).

The House subcommittee which held last week's hearing is headed by Representative Harris, Democrat, of Arkansas. He emphasized that only the Cabinet Committee members and representatives of affected transportation agencies were heard because the subcommittee desired at this time to get a "full explanation of the report." Presentations of other interests will be received if hearings are held (when Congress reconvenes) on pending House bills to implement the recommendations. These are H.R.6141 and H.R.6142, identical measures introduced on "by request" bases by Representative Priest, Democrat of Tennessee, who is chairman of the full committee, and by Representative Charles A. Wolverton, Republican of New Jersey, who is its ranking minority member.

In confining his presentation principally to the rate-freedom proposals, Vice-President Fort of the AAR said the railroads "support also, in general," the "purposes and objectives" of the Cabinet Committee's other recommendations. He said "in general" because the railroads "take no position at this time" on recommendations relating to maximum rates, special rates for government transportation [so-called section 22 quotations], and to shipper associations engaged in forwarding operations.

While he made no specific reference to it, Mr. Fort's general statement left the railroads' endorsement on the recommendation calling for ICC power to override state commissions on service abandonments. Railroad labor would probably oppose legislation to carry out that recommendation.

(Continued on page 46)

FIRST HALF OF THE PENNSYLVANIA's new classification yard at Conway, Penn., part of which is shown above, opened for service last week. In the distance is the eastbound classification yard with a 3,557-car capacity. When the $34 million project is completed, the yard will have a 9,000-car capacity. Continuous welded rail is being laid throughout, and electronic and mechanical devices, provided by Union Switch & Signal Division, Westinghouse Air Brake Company, permit virtually automatic switching and classification, according to James P. Newell, vice-president, operation. The entire yard is expected to be completed in 1956.

FRP "GRATIFIED" BY CABINET REPORT HEARINGS

"The Federation for Railway Progress, with its more than 19,000 railroad, traveling and shipping members, is gratified that Chairman Percy Priest of the House Interstate Commerce Committee has given recognition to the national importance of the Cabinet report by instituting these hearings," James G. Lyne, FRP chairman and editor of *Railway Age*, said.

Mr. Lyne added that the public has suffered for too many years because of government regulation of transportation, "under rules adapted to fit conditions of 1920." "We hope," he continued, "that Congress will weigh carefully the recommendations the committee has made, and those having to do with the disadvantageous conditions now suffered by common carriers. If these conditions are corrected, as the committee recommends, a new day will dawn for common carrier transportation, including the railroads."

Why "Fair Share" Regulation?

Mackie calls it arbitrary rate criterion; sees Cabinet Report reflecting competitive factors

The "fair share" theory of regulation would be abolished by adoption of the Weeks Committee proposals, David I. Mackie, chairman, Eastern Railroad Presidents Conference, told the Indianapolis Rotary Club September 20.

Competitive rate making, he said, would then become the underlying theory of governmental control, bringing to the fore the issue of whether a proposed rate is compensatory, and permitting the rate to reflect a carrier's inherent advantages.

The "fair share" theory, Mr. Mackie said, is now considered by the Interstate Commerce Commission as the "primary issue," the "paramount question" in determining reasonableness of rates. The term "sounds reasonable enough," he went on, "but in reality it is nothing other than a method whereby traffic is arbitrarily distributed among highly competitive agencies."

Under the recommendations of the Weeks Committee—the Cabinet Committee on Transport Policy and Organization—"that theory of regulation could no longer persist," Mr. Mackie declared. Instead, he said, "traffic would distribute itself on the basis of [competing carriers'] respective inherent advantages rather than on the basis of a regulatory body's concept of what is or what is not a theoretically 'fair share' of that traffic."

Carriers could publish non-discriminatory rates aimed at attracting traffic, he said, and "just as water seeks its own level, traffic would go to that mode of transportation offering the most desirable qualities of both rate and service."

Hunting License — Referring to criticism of the Cabinet Committee's proposals to grant railroads more rate-making freedom, Mr. Mackie said railroads would get nothing that truckers and barge operators do not already have. If that constitutes "a hunting license to seek business," he went on, "I say, 'what's wrong with that? What's wrong with correcting an injustice, an inequality; with cutting away regulatory barbed wire so that all have the same license to hunt for business they are best adapted to handle at the lowest cost to the public?"

Mr. Mackie pointed out that "the report took no cognizance of many continuing inequities" such as adequate user charges for "public" transportation facilities, "the great inequity of transportation excise taxes" and the limitations preventing carriers from providing "a fully integrated transportation service utilizing other media of transport."

Failure of the report to deal with such basic questions, he said, was disappointing. He warned that "these matters must ultimately be dealt with if we are to enjoy a really healthy transportation industry."

Operations

Milwaukee Gets UP Chicago Trains

Pacific coast "streamliners" to be transferred from Chicago & North Western line between Chicago and Omaha

The Union Pacific and the Chicago & North Western have reached an agreement whereby through passenger trains presently operating over their lines will be operated over the Chicago, Milwaukee, St. Paul & Pacific between Omaha and Chicago, effective Oct. 30.

The switch will change all UP streamliners from the C&NW station in Chicago to the Union station. Affected trains are the "City of Los Angeles," the "City of San Francisco," the "City of Portland," the "City of Denver," and the "Los Angeles Challenger." The North Western indicated in a statement September 20 that its share of this operation has involved costs "typical of passenger losses with which all of the nation's railroads have been afflicted." By removing these trains the North Western will now be able to concentrate on future substantial improvements to its freight service, with prospects of improving schedule time.

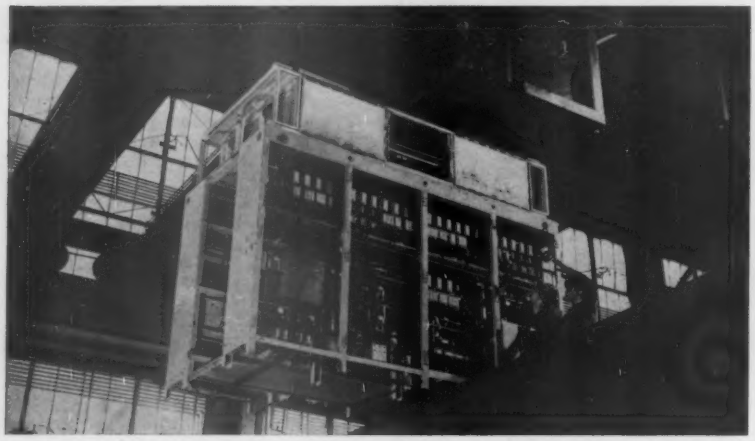
The North Western added that it will create a new passenger service geared to needs of on-line communities between Chicago and Omaha. The new service will connect at Omaha with Pacific coast and Denver trains.

Joint North Western-Union Pacific operation of through trains between Chicago and the Pacific Coast has been in effect since 1889.

The Big Switch.—Under the new operation, the Milwaukee will receive the operating revenue from Omaha to Chicago, and will be responsible for operating costs. J. P. Kiley, Milwaukee president, indicated his company expects to make a profit on an out-of-pocket cost basis.

The Milwaukee will furnish 24 to 26% of the equipment for the streamliner fleet. All new equipment necessary for the service is now on order.

Forty-four diesel units costing $8,500,000 have been ordered, including 18 passenger units and 10 road switchers from Electro-Motive; eight road-switchers from Fairbanks, Morse; and eight road-switchers from Alco Products. All the passenger units and six road switchers, representing a cost of $5,500,000, will be needed for the new service. Delivery of the new units is expected to start in January 1956, and



A PRE-ASSEMBLED 20,000-LB CONTROL CABINET for one of the New Haven's rectifier electric locomotives being lowered into one of the 10 locomotives nearing completion by the General Electric Company at Erie, Pa. Two rectifier cabinets, each containing six ignitron rectifier tubes, for locomotive propulsion and two for auxiliary power supply, together with required firing circuits, are also pre-assembled before installation.

be completed by April. Until the new diesels are received the Milwaukee will receive help from UP power.

Under the new operation, Union Pacific diesels will operate into Chicago, and Milwaukee diesels will operate west of Omaha.

No new passenger equipment will be purchased by the Milwaukee for the new service. Many idle cars, all purchased since 1948, will be placed in the service. Surplus lounge cars from the "Olympian Hiawatha" and other passenger equipment necessary for the new operation are being painted with UP colors.

Track and signal work is now in progress to put the Chicago to Omaha line of the Milwaukee in top condition for the high-speed service. Track and signal projects will cost $2,000,000. No extensive relocating or track laying projects are under consideration.

New signaling will include additional CTC installation in Iowa, and resignaling of the Chicago to Elgin section to permit operation on both tracks in both directions. Mr. Kiley indicated the Omaha line was either CTC-equipped single track or double track all the way. No additional train service or terminal facilities will be necessary to handle the streamliners.

Minor schedule changes are expected but Mr. Kiley said no major changes would be necessary. He did indicate the possibility of combining the "Challenger" with the "Midwest Hiawatha" from Chicago to Omaha.

SP Cuts Running Time Of Overnight "Larks"

The Southern Pacific trimmed the northbound schedule of its Los Angeles-San Francisco "Lark" by one half hour beginning September 25. The "Lark" continues to leave Los Angeles at 9:00 p.m., but arrives in San Francisco at 8:30 a.m. The southbound "Lark" is already operating on this stepped-up schedule.

Effective September 11, the SP's "Sunbeam," operating between Dallas and Houston on a day schedule, was discontinued.

Army Is Solving Terminal Delays, Gen. Lasher Says

The Army is solving 70% of its "terminal time" problems through unitized loading and use of roll-on, roll-off ships, according to Brigadier General E. C. R. Lasher, assistant chief of transportation.

He told the New York Chapter of the National Defense Transportation Association recently that 45% of the Army's cargoes can be shipped on pallets or in standardized containers. Another 25%, consisting of tracked and wheeled vehicles, can be shipped on any of several variations of the roll-on, roll-off ship.

The Army will soon have 25,000 standardized containers in its system, with another 25,000 to be obtained later. A large-scale palletization program, in which commodities would be loaded on pallets at processors' plants, is under way. Gen. Lasher added that the Army is inspecting roll-on, roll-off ship designs, looking for "the ideal."

Traffic

Transport Executives See Bright Future

Plowman, in address to Associated Traffic Clubs, predicts "further changes" in National Transportation Policy

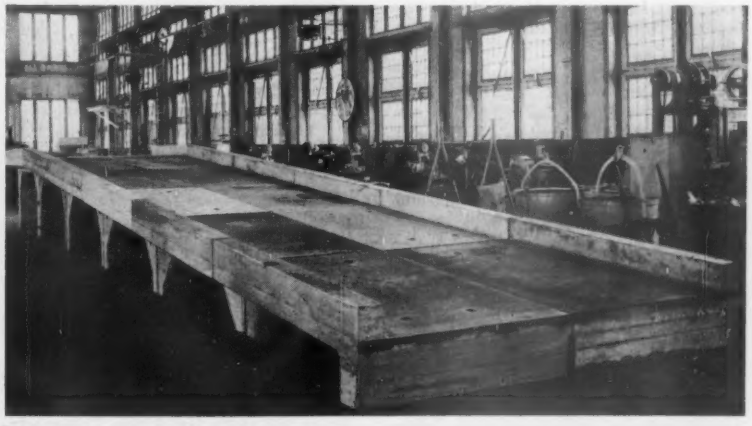
Continued growth and healthy development of most major forms of transportation over the next 20 years are virtual certainties, in the opinion of four top-ranking executives who addressed the 32nd annual meeting of the Associated Traffic Clubs of America at Cleveland September 20.

"You, too, would be optimistic if you knew all the things going on in the railroad industry," said Alfred E. Perlman, president of the New York Central. As a basis for his opinion, he cited in some detail the Central's own improvement program, which, among other things, embraces such diverse elements as new types of passenger trains and freight cars; consolidation and modernization of yards and terminals; mechanization of track maintenance; extension of centralized traffic control; increased use of electronic accounting, and stepped-up research activities. For such improvements, he said, his company is tentatively budgeting $175 million in 1956 and "half a billion plus" in the five years beginning with 1956.

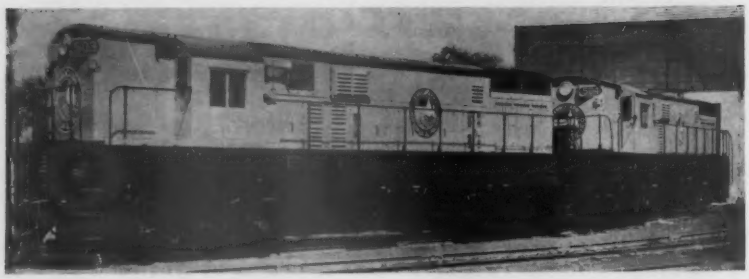
Mr. Perlman warned, however, that the proportion of the proposed improvement program which can actually be carried out "depends on the railroads' cash position," which in turn will be partly affected by "what the government does about tax amortization."

"Public Problem"—The railroads need, he continued, not only the improved technology which they are rapidly achieving, but a modern transport policy and an equally modern pricing policy—including the ability to price on cost rather than value of service. In turn, he emphasized, the agricultural self-interest of shippers demands "modernized regulation, greater freedom in pricing railroad services and more leeway in abandoning unprofitable operations, because adequate transportation is a *public* problem. It is just as much your problem as ours if we don't make the money to modernize our plant for the benefit of our customers."

Neil J. Curry, president, American Trucking Associations, foresaw a bright future for all forms of transportation in the country's increasing population and rising standard of living. He predicted that commercial trucking would grow faster than other transportation media because of the "flight to the suburbs" and the resulting development of suburban shopping centers, and the "spreading decentralization of industry." His prediction as to the future of trucking was qualified by the



NEW PORTABLE PRECAST CONCRETE "piggyback" ramp developed by the St. Louis-San Francisco for loading and unloading truck trailers at terminals. The ramp is constructed of sections which are bolted together for assembly, and it can be knocked down and moved from place to place.



FAIRBANKS, MORSE recently completed delivery of six 1,600-hp diesel units (two of which are shown above), to the Ferrocarril Chihuahua al Pacifico. A modern diesel shop is being constructed at La Junta, Mexico, to provide servicing and maintenance facilities for the new locomotives. Until it is completed, the units will be serviced in steam locomotive shops.

provisos that "we have adequate highways" and "no important changes in regulation." The trucking industry, he said, thinks "the present rules are basically sound."

"No Tolls"—Speaking for water carriers, Admiral Lyndon Spencer, president of the Lake Carriers' Association, opposed the Hoover Commission's recommendation for tolls on inland waterways and the Cabinet Committee's proposals to eliminate the bulk-carrier exemption and to redefine common and contract carriers. He called the outlook for coastal and intercoastal water service "brighter now than at any other time since World War II."

Admiral Spencer said the "success" of the St. Lawrence Seaway "is arrived," but that "its impact on existing trade patterns cannot yet be determined." He predicted it would principally carry bulk commodities, and "only six to ten million tons of general freight" per year.

"Stay in Our Own Field"—The air representative, W. A. Patterson, president of United Air Lines, appeared to win general audience approval for his statement that, "while each of us may be specialists in our own form of transport, we must also look at transportation as a whole, and not run the risk of getting outside the field where we can perform most efficiently and economically.

He conceded that airlines "have certain advantages in our form of regulation" as compared to other modes of transport. He was prepared, he said, to advocate a single regulatory agency for all types of transportation, but did believe "there should be coordination between our regulation and that of other forms of transport."

National Transportation Policy—E. G Plowman, vice-president-traffic of the United States Steel Corporation, as the luncheon speaker, discussed the historical development and possible future of the National Transportation Policy. Cabinet Committee proposals concerning this policy, he said "identify reduction in the degree of regulation as being the kind of regulation required to recognize and preserve inherent advantages of each of the different modes of transportation." The suggested change in the wording of the policy is, he added, "a mild and short stop when compared to the extent of deregulation that has been enacted into British law."

"The problem of stating a National Transportation Policy," Mr. Plowman said, "is complicated by the rise of new modes of transportation and the existence and desirability of competition between them." There seems, he continued, "to be legitimate doubt" as to whether the present policy is "significant," or "simply a series of generalized comments." The proposed revision of the policy sponsored by the Cabinet Committee "seems to be aimed at encouraging healthy 'dynamic' competition between all carriers and between all modes of transportation, under conditions controlled by the minimum possible amount of regulation consistent with the public interest. Whether these proposed changes are or are not enacted into law . . . we can expect further changes as Congress struggles to express in regulation its views as to the continually involving pattern of public opinion and as to the increasingly dynamic competition of our private transportation enterprises."

Officers Re-elected.—L. A. Pomeroy, Jr. traffic manager, National Malleable & Steel Castings Co., Cleveland, was reelected president of ATC for a second year; all other incumbent national officers being similarly re-elected under a recent by-law change. Miami, Fla., was selected for the 1956 convention.

More Concern Urged for Market Needs of Shipper

It is time for railroads to consider providing services that make a shipper's products easier to sell, Monon President Warren W. Brown said in Roanoke, Va., September 16. Mr. Brown was addressing a meeting of the local chapter of the Delta Nu Alpha Transportation Fraternity.

Commenting that transportation has become "a factor that moves only as economic progress dictates," Mr. Brown observed that "it is not always apparent to me that we who are in the business of purveying transportation completely understand the change which increased competition in the industrial world has brought upon the American scene."

He cited an example of a shipper who now routes his merchandise almost exclusively by truck although his motor shipments were "meager" five years ago. The reason: He can get delivery by truck 24 to 36 hours quicker than by rail, the truck service "nullifying" a rail rate that is 15 cents cheaper.

"The competitive appeal of the commodity here is actually improved" by paying 15 cents extra, Mr. Brown pointed out. "A railroad man cannot simply dismiss this on the basis of the fact that the motor truck has a service advantage. The question instead is what can a railroad industry do to provide a more attractive service at a competitive price?"

Mr. Brown went on to say that rail service at rates even higher than truckers' "might prove completely attractive if the service by rail were sufficiently good at the new price to add to the competitive appeal of the product. That is something I feel we are failing to explore completely in the railroad business," he said.

Safety

RR 1954 Safety Record Was Best in History

The nation's railroads in 1954 had the best overall safety record in their history, James G. Lyne, chairman of the American Museum of Safety's Harriman Award Committee and editor of *Railway Age*, said in New York September 15.

Mr. Lyne, speaking at the 36th annual presentation of the E. H. Harriman Memorial Awards for railroad safety, added that in 1954 "Fatalities in railroad accidents of all kinds were reduced 15% below the previous record lows established in 1952 and and 1953, while non-fatal injuries were down 13%, also establishing a new all-time low."

Railroad passenger safety in 1954, although short of the almost perfect record achieved in 1952, equaled that of the second best years, Mr. Lyne continued. "The overall passenger fatality rate of 0.07 per hundred million passenger-miles in 1954 was bettered only by the 1952 rate of 0.04." He emphasized that last year for the first time in history, the fatality rate of railroad employees fell below 0.10 per million man-hours worked. "The rate of 0.08 per million man-hours attained in 1954 indicates that nearly 1,500,000 eight-hour days were worked by railroad employees in that year for each employee fatality."

Preliminary statistics for the first six months of 1955, Mr. Lyne said, indicate that another peak year is in the making for railroad safety. As an example he pointed out that in the first half of the current year there were no fatalities to rail passengers in train accidents, and only six fatalities in train-service accidents.

Photographs of the presentation of the Harriman safety awards to the 14 winning railroads at ceremonies in the Hotel Roosevelt, New York, appear on pages 38 and 39 of this issue of *Railway Age*.

People in the News

Venezuelan Railroad Head Studies U.S. Practice

The man who will carry through to completion the world's biggest single current railroad construction project visited the United States recently to see how North American railroads and suppliers operate. His name is Dr. Gonzalo Cardenas Faria, president of the National Railways of Venezuela. It will be his job to spend approximately $800 million building up the present few hundred miles of narrow-gage line into some 3,000 miles of modern standard-gage railroad.

A more detailed description of Venezuela's huge railroad-building program, accompanied by a map, appeared on page 17 of the November 8, 1954, *Railway Age*.

In an interview with *Railway Age*, Dr. Cardenas briefly indicated his goal: To create in Venezuela a thoroughly modern system of railroads which will move large tonnages of heavy commodities as cheaply as possible. Since the background of Venezuela's existing railroads is largely European, Dr. Cardenas is particularly interested in learning about the techniques of North American railways.

Arriving in Chicago September 6, and leaving New York for home on September 16, the Venezuelan railroad chief and his party moved quickly through a busy schedule which, one member observed, was operated "with railroad accuracy." Among railroad operations and properties observed by the party were: Chicago & North Western shops; post-flood rehabilitation work of the Lackawanna in the Stroudsburg, Pa., area; the Pennsylvania's piggyback loading; the New York Board of Transportation's subway C.T.C.; and a ride in a Burlington locomotive cab and dome car between Chicago and Savannah, Ill.

Among railroad suppliers visited were Electro-Motive; Griffin Wheel; Magor Car; Westinghouse Air Brake; American Steel Foundries; and Waugh Equipment. Accompanying Dr. Cardenas was Dr. Carlos Guinand Baldo, president of "Conticca," a large construction concern in Venezuela, and "Camef," sole Venezuelan supplier of railroads and agent for a number of U. S. firms.

Organizations

The annual convention of the **Railway Tie Association** will be held October 26-28 in the Peabody Hotel, Memphis, Tenn. The annual luncheon on October 27 will be addressed by H. J. McKenzie, president of the St. Louis Southwestern.

Karl A. Borntrager, vice-president, New York Central, will be principal speaker at a luncheon at the Hotel Sheraton-Ten Eyck, Albany, N.Y., October 4, in conjunction with a railroad meeting on careful car handling. The meeting, sponsored by the railroad contact committee of the **Atlantic States Shippers Advisory Board** and the **Freight Loss and Damage Prevention Section, AAR,** will emphasize the loss and damage which results from rough handling of freight, and will discuss methods of increasing the interest of supervisory forces in more careful handling of freight cars. Owen Jones, traffic manager, General Electric Company, will present shippers' views on the subject. Other speakers include Paul K. Partee, general manager, Baltimore & Ohio, and chairman, railroad contact committee; and J. P. Hiltz, Jr., general manager, Delaware & Hudson. William B. Salter, general superintendent, New York Central, will conduct a forum for discussion of the problem by local railroad representatives.

Reginald G. Welch, division engineer, cars and shops, New York City Transit Authority, will discuss "What Is New in Subway Cars," at a meeting of the **Eastern Car Foreman's Association,** in the Engineering Societies Building, New York, at 7:45 p.m., October 14.

J. A. Brass has retired as general secretary of the **Railway Association of Canada** and has been succeeded by W. G. Scott, its transportation economist since 1951.

A national convention of the **American Association of Passenger Rate**

VENEZUELAN RAILROAD HEAD, Dr. Gonzalo Cardenas Faria, met with railroad officers and suppliers at a September 12 luncheon in New York. Left to right: J. L. Cranwell, vice-president of the Pennsylvania; George T. Carmichael, senior vice-president of the New Haven; Dr. Cardenas; and William White, president of the Delaware & Hudson.

RAILWAY SUPPLY DINNER SET FOR NOVEMBER 18

The Railway Progress Institute will hold its 47th annual railway supply industry dinner November 18, at the Conrad Hilton Hotel, Chicago.

All companies enrolled in RPI as of October 7 will be allotted places at the dinner for institute members and railroad guests. The number of places to be allotted according to class of membership follows: Class I, 24 places; class II, 18; class III, 12; class IV, 7; and class V, 4. Reservations are to be ordered on an official order form to be distributed by the executive committee by October 11.

Briefly . . .

. . . **Joseph A. Fisher,** president of the Reading, has won the 1955 Commerce and Industry Award of the Greater Philadelphia-Delaware-South Jersey Council. He will receive a plaque attesting to the award at an October 11 luncheon in the Benjamin Franklin Hotel, Philadelphia.

SNACK BAR OF THE FAMOUS PENNSYLVANIA CONGRESSIONAL LIMITED

How Dixie Service brings some surprising benefits to your snack Bar

The fact that passengers appreciate the convenience and assured cleanliness of Dixie Service is scarcely surprising news. Dixie has been *the standard* on American railroads for almost half a century.

So it is with the economy of Dixie Service—the fact that it saves money on dish breakage and dishwashing time and equipment is accepted everywhere.

The really surprising thing about Dixie Service in Snack Bars is *how much* it can save you—and *how effectively* it speeds service and pleases passengers. The facts and figures on this are truly eye-openers. Why not have your Dixie Representative put them before you soon. Just write or call: The Dixie Cup Company, Easton, Pa.

FIRST IN SPECIALIZED RAILROAD SERVICE FOR OVER 42 YEARS

Water Cups for coach and sleeping cars

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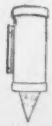
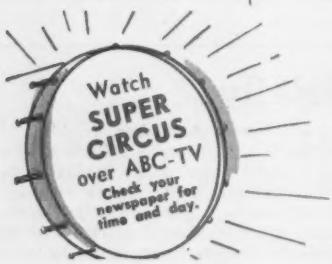
Hot & Cold Drink Cups for Butcher Sales

Safety Slogan Water Cups for crew and maintenance workers



New dust-proof Water Cup Dispenser



DIXIE CUP

COMPANY

Easton, Pa., Chicago, Ill., Darlington, S.C.
Ft. Smith, Ark., Anaheim, Calif., Brampton, Ont., Canada

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Men will be held at the Sheraton-Cadillac Hotel, Detroit, October 13-15, with a dinner at 7:30 p.m. on October 15.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended September 17 totaled 822,214 cars, the Association of American Railroads announced on September 22. This was an increase of 115,639 cars, or 16.4%, compared with the previous week, which included the Labor Day holiday; an increase of 110,986 cars, or 15.6%, compared with the corresponding week last year; and a decrease of 1,669 cars, or 0.2%, compared with the equivalent 1953 week.

Loadings of revenue freight for the week ended September 10 totaled 706,575 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, September 10

District	1955	1954	1953
Eastern	108,466	92,752	114,764
Allegheny	138,938	107,502	139,653
Pocahontas	52,557	40,741	50,046
Southern	110,449	103,322	109,508
Northwestern	129,185	97,924	130,440
Central Western	114,412	108,276	111,281
Southwestern	52,568	51,008	54,862
Total Western Districts	296,165	257,208	296,583
Total All Roads	706,575	601,525	710,554
Commodities:			
Grain and grain products	45,683	44,569	44,278
Livestock	8,946	10,223	7,557
Coal	119,539	98,555	115,680
Coke	11,790	6,662	11,798
Forest Products	40,329	34,750	39,304
Ore	87,992	52,930	90,895
Merchandise l.c.l.	53,883	53,736	59,434
Miscellaneous	338,413	300,100	341,608
September 10	706,575	601,525	710,554
September 3	794,192	688,492	799,080
August 27	791,977	676,698	818,461
August 20	780,863	678,624	817,446
August 13	775,397	685,272	807,622
Cumulative total, 36 weeks	25,647,093	23,132,034	26,859,881

Supply Trade

General Cable Corporation has purchased from the Seaboard Air Line approximately nine acres in Tampa, Fla., and will build a modern manufacturing plant, in addition to the warehouse and sales office which it already operates there.

H. B. Hoesly, formerly mechanical engineer of the Northern Pacific at St. Paul, has been named chief engineer for transportation products, **Stran-Steel Corporation,** of Detroit. **O. S. Laing,** sales representative at Detroit, has been appointed Chicago district manager, and **John A. Ferguson** formerly with **Matisa Equipment Corporation,** has been appointed New York district manager.

Equipment & Supplies

CB&Q to Reequip "Denver Zephyrs"

Orders 28 cars from Budd for new trains, each of which will consist of 11 cars, including domes and Siestas

The Burlington has ordered from the Budd Company 28 passenger cars for completely reequipping its "Denver Zephyrs." Each of the two new trains, which are expected to enter service between Chicago and Colorado in the fall of 1956, will consist of 11 cars.

Included in the new equipment are four "Siesta" coaches, five 50-passenger coaches, two Vista Dome coffee shop-dormitory cars, nine 6 bedroom-10 roomette sleeping cars, two 6 bedroom-5 compartment sleeping cars, two Vista Dome parlor-observation cars, two dining cars and two Vista Dome coaches.

Each "Denver Zephyr" will consist of two "Siesta" coaches, one 50-passenger coach, one Vista Dome coffee shop-dormitory car, three of the bedroom-roomette sleepers and one bedroom-compartment sleeper; one Vista Dome parlor-observation car, one dining car and one Vista Dome coach.

Use of the "Siesta" coaches "will be a unique 'Zephyr' feature and another Burlington first," H. C. Murphy, president, said. "The first to be operated on any railroad, these cars will actually provide room-type private sleeping accommodations for coach passengers, with an armchair seat, a bed with foam-rubber mattress, individual toilet and washing facilities, and luggage space. These accommodations will be available to coach passengers upon payment of a small occupancy charge."

The "Siesta" coach was fully described in an illustrated feature story in *Railway Age*, June 1, 1953.

ICC Tells Morse It Keeps Oregon Car Supply in Mind

Chairman Cross of the Interstate Commerce Commission has assured Senator Morse, Democrat of Oregon, that the commission will continue to keep the matter of car supply for Oregon shippers of lumber products under study and will take such action "within its jurisdiction as circumstances require."

The assurance was given in the ICC chairman's reply to the senator's recent letter asking for an investigation of alleged shortages in Oregon. (*Railway Age*, September 19, page 11.) Commissioner Cross outlined steps taken by the commission to alleviate the tight car situation, and also reported the commission's view that a "reasonable distribution" of available equipment is now being made to Oregon shippers.

The commissioner also took occasion to point out that the commission lacks authority to require carriers to purchase equipment or repair bad order cars, its present authority being limited to requiring carriers to use existing equipment efficiently. He added: "The commission has recommended to Congress on several occasions that it be given authority to assess penalty per diem charges during periods of car shortage, which would have the effect of penalizing carriers who do not provide themselves with sufficient freight equipment to handle business originating on their lines."

LOCOMOTIVES

The **New Orleans Public Belt** has ordered two 1,200-hp diesel-electric switching units from the Baldwin-Lima-Hamilton Corporation.

FREIGHT CARS

13,405 New Freight Cars Ordered; 3,480 Delivered

New freight cars ordered in August for domestic use totaled 13,405, compared with 18,007 in July and 2,425 in August 1954, the American Railway Car Institute and the Association of American Railroads have announced jointly. The August decline in orders was the first in five months.

Deliveries of new freight cars in August accounted for 3,480 units, compared with 2,192 in July and 2,297 in August 1954. The backlog of freight cars on order and undelivered on September 1 was 52,803, the announcement said, compared with 42,888 on August 1 and 13,013 on September 1, 1954. A breakdown by types of cars ordered and delivered in August, and of cars on order September 1, appears in the following table.

Type	Ordered Aug. '55	Delivered Aug. '55	On Order Sept. 1, '55
Box—Plain	8,857	2,262	29,110
Box—Auto	0	0	200
Flat	65	222	1,791
Gondola	1,125	28	3,839
Hopper	2,500	22	9,812
Covered Hopper	200	335	2,523
Refrigerator	0	118	746
Stock	100	0	400
Tank	218	265	3,450
Caboose	0	16	256
Other	340	212	676
TOTAL	13,405	3,480	52,803
Car Builders	9,255	1,935	31,450
Company Shops	4,150	1,545	21,353

The **Chesapeake & Ohio** has ordered an additional 500 70-ton hopper cars from its Russell, Ky., shops. Delivery of the cars, which will cost an

"Safety" GENEMOTORS and CONTROLS

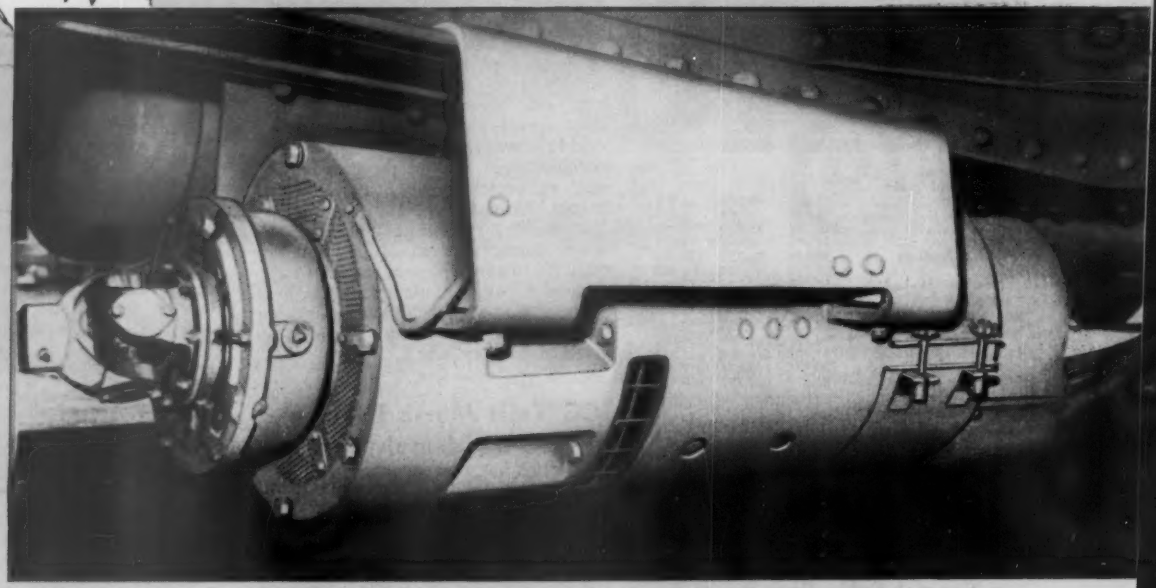
are standard equipment on railroads throughout the United States, Canada and Mexico . . .

"Safety" Genemotors and Control Equipment provide . . .

- constant voltage power for all air conditioning, electrical equipment and battery charging while cars are en route
- standby power in excess of requirements for pre-cooling cars and battery charging

"SAFETY" GENEMOTORS . . .

- incorporate an automatic polarity reversing switch thus eliminating maintenance of an additional generator, necessary when an exciter is used
- provide full output at low speeds assuring quick power availability for recharging low batteries



Typical installation of a "Safety" Genemotor . . . one of thousands in railroad service.

"SAFETY" CONTROL EQUIPMENT . . .

- maintains constant voltage regulation and positive current limit for maximum genemotor protection
- requires only three connections between regulator and genemotor
- is compact and automatic . . . requires minimum locker space
- is simple in design and requires little maintenance thus reducing labor costs to a minimum

Thousands of "Safety" Genemotors and Control Equipment applications on railroads throughout the United States, Canada and Mexico are actual proof of unparalleled performance in service.

"Safety" Genemotors are available in capacities of 25, 30 and 35 kw and in 40, 80 and 140 volts nominal ratings, with 20 or 32 HP AC, 60 cycle, 220 volt motors . . . 12 to 20 kw output on standby.

THE **SAFETY** CAR HEATING AND LIGHTING **COMPANY** INC.

NEW YORK · CHICAGO · PHILADELPHIA · ST. LOUIS · SAN FRANCISCO · NEW HAVEN · MONTREAL

SAFETY COMPANY PRODUCTS INCLUDE: Air-conditioning Equipment • Genemotors • Generators • Fans • Regulators • Blower Units Lighting Fixtures • Switchboards • Luggage Racks • Motor Alternators • Dynamotors • Motor Generators • Dual Voltage MG Sets

estimated $3,600,000, is expected to start in June 1956.

The **Reading** has ordered 150 70-ton covered hopper cars from ACF Industries at a cost of over $1,300,000. Deliveries are expected to start in March 1956.

The **Santa Fe** has ordered 1,800 freight cars. Pullman-Standard and General American each will build 500 70-ton gondola cars; ACF Industries, 300 50-ton box cars; and the road's own shops, 500 50-ton box cars. These cars—plus 100 ore and 100 flat cars previously ordered from company shops, as well as 50 air dump cars ordered from Magor Car Corporation—comprise the 2,050 cars purchase of which had been authorized by the road's board of directors(*Railway Age*, July 18, page 13).

"TRAVELLER'S REST" buffet-lounge cars are the latest addition to the Northern Pacific's "North Coast Limited." The interior design blends the contemporary modern with the atmosphere of the old West. Above is the 14-seat buffet section, where a la carte meals and snacks are served all day and evening from 7 a.m. The lounge section, below, seats 30 and offers beverage service from 7 a.m.

Financial

Chesapeake & Ohio. — *Stock Option Plan.*—The ICC has authorized this road to issue 200,000 shares of $25 par common stock to be sold to key officers and personnel under a stock option plan (*Railway Age*, September 5, page 54).

Chicago, Milwaukee, St. Paul & Pacific.—*Stock Exchanged.*—This road has announced completion of the voluntary exchange of 600,000 shares of its series A preferred stock, on a par for par basis, for $60,000,000 of 5% series A income debentures, due January 1, 2055. The deductible-interest feature of the bonds will save $1,560,000 annually. After considering a $300,000 sinking fund, savings will approximate 60¢ a share on the common stock.

New York, New Haven & Hartford.—*Flood Rehabilitation Loan.*—A group of banks in New York and New England is concluding arrangements to take an issue of $10,000,000 of this road's 10-year promissory notes to provide funds for rehabilitation of damage caused by floods in August. The notes are being issued without competitive bidding, under ICC authorization, and are supported by a 90% loan purchase agreement with the U. S. Treasury Department under the Defense Production Act. Essentiality of the New Haven's lines to the national defense was certified by the Office of Defense Mobilization.

B&O $280 MILLION REFUNDING COMPLETED

The Baltimore & Ohio last week successfully completed its record-breaking $280 million debt refunding and consolidation program (*Railway Age*, September 5, page 54).

At the close of business September 19, $210,677,500, or over 75%, of the new bonds had been sold, or exchanged for old bonds. A group of investment houses, which had said it would underwrite the offering when sales and exchanges of the new issue reached 75% of the total, agreed to purchase the remaining bonds. The syndicate reoffered the remaining bonds to the public.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 6.

Outlook for Railroad Stocks. Weekly Review, September 12.

Hirsch & Co., 25 Broad st., New York 4.

Progress Reports: Illinois Central. A Review of Business and Financial Conditions, September.

Smith, Barney & Co., 14 Wall st., New York 5.

A Railroad Bond Exchange Suggestion: Chicago Milwaukee, St. Paul & Pacific Railroad Company. Railroad Bulletin No. 198, August 26.

Authorizations

CHICAGO, BURLINGTON & QUINCY.—To assume liability for $4,350,000 of equipment trust certificates to finance in part purchase of 20 diesel-electric locomotives and 10 gallery-type suburban cars at an estimated total cost of $5,490,000 (*Railway Age*, August 8, page 59). The

(Continued on page 43)

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

Do inspection pits on the ascending grade of the hump reduce push-over speed?

"No," says Southern yard expert.

In the report of the Superintendents' Association 1954 committee on yard operations the statement was made that placing the inspection pit on the ascending grade of the hump restricts the push-over speed to less than half the maximum possible. The Southern has had considerable experience with hump yards. D. C. Ferguson, the Southern's assistant vice-president—yard and terminals, offers the following comment:

"Our pits are on the ascending grade. This does *not* restrict the speed in shoving over the hump. Our experience has been that two miles per hour, or four cars per minute, is the best speed to hump. At this speed you have less cars catching up in the class tracks, resulting in less trimming. In my opinion, trying to hump faster causes more delay. We are now operating three yards with the pits at this location (i.e., on the ascending grade of the hump) and are starting to build another one in Atlanta. No doubt, the inspection pit there will be located the same as at the others."

Has the diesel locomotive helped in any way to increase car supply by bettering car utilization?

Yes—and No.

Interstate Commerce Commissioner J. Monroe Johnson is quoted in the affirmative on this question on page 9 of the March 21, 1955, issue of *Railway Age*. He said he had heard railroad men guess that the diesel has made freight cars "about 16%" more available.

In the August 15 issue this question was dealt with by six respondents. The "Yes—and No" line above adequately conveys the thought that there was no general agreement as to the diesel's efficacy in increasing car supply. However, the answers did move one reader to further comment on the subject:

"In my opinion, without a thorough, detailed, on-the-ground analysis you cannot draw a proper conclusion from a statement of the volume of traffic and the average detention. With steam switching locomotives it was an almost unheard of thing to start a shift out in the yard or 'on location.' Instead the steamer had to have a certain amount of attention and servicing at the roundhouse. Thus it was dispatched in the morning frequently to some outlying yard or section of the main yard. Sometimes it required an hour or more to arrive there, before productive work could begin. In addition, these locomotives had a rather limited capacity for fuel and water, especially the latter. Very few of them were able to complete an eight-hour shift without having to cut and run for water at least once, and often two or three times. Such loss in power utilization automatically resulted in decreased productivity.

"In contrast, the diesel-electric switching locomotive can stay out on the job for 36 or 48 hours without having to be stopped for fuel. In consequence it is the practice all over the country to change crews 'on location' and to establish starting points at various locations in the terminal. The men are transported to the locations by bus or auto from the locker register rooms. In other words, we move the stool to the piano instead of moving the piano to the stool. This obviously increases engine productivity. Additionally, there is no question about the ability of a diesel-electric locomotive to start movements faster, i.e., throttle response and momentum is faster, slippage is practically nonexistent.

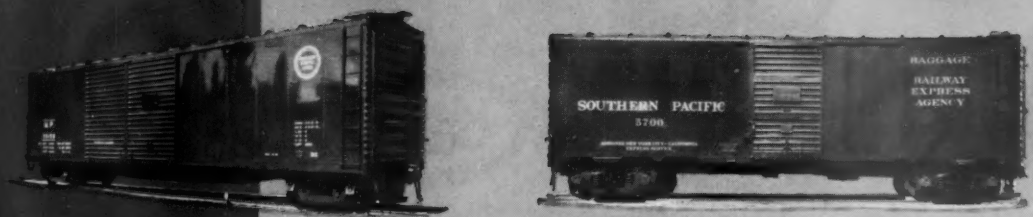
"From the above it should be evident that if some overall statistics do not prove the case for the diesel-electric locomotive then you must make a detailed study of conditions to find the solution. It will usually be found that internal conditions are the answer, i.e., there may have been an increase in the refinements of switching and classification at a given terminal to reduce the work necessary at outlying points. Additionally, there may be more setbacks or reswitching of cars on account of inspection, diversion, reconsignment, etc.

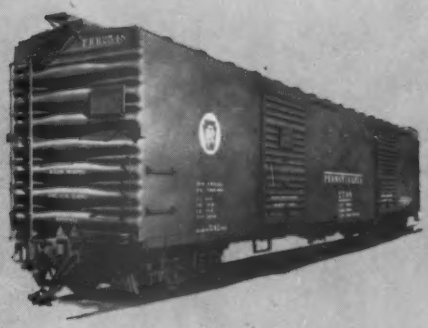
"Many other conditions have their effect, and one I can think of quickly is the increase in the number of cars that must be turned because they are marked 'unload from this side only.'

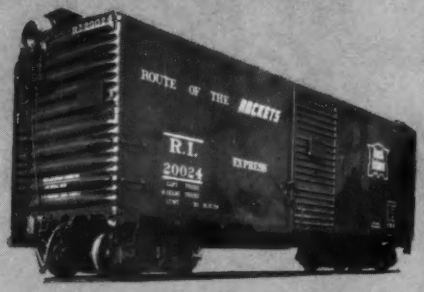
"I say most emphatically that the diesel-electric locomotive has improved car handling, and when that has been accomplished, car supply has been bettered."—*P. J. Lynch, vice-president, Union Pacific.*

In the next column, October 10, *Railway Age* will announce another car service "quiz" for railroad men. Watch for it and send in your answers. We'll print, as usual, the names of everyone who gives the right answer.—*G. C. R.*

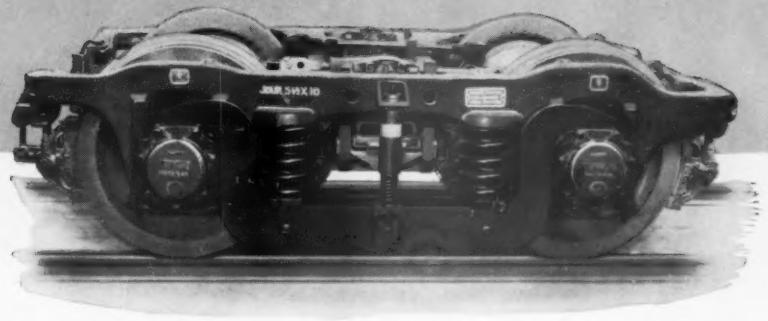
CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.







These cars can operate anywhere!



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All types of commodity cars equipped with COMMONWEALTH BX Trucks are accepted without exception for operation in high speed passenger train service. These trucks assure safe, smooth performance at all speeds, greatly reduce damage to lading and car, and assure exceptionally economical performance.

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For every type of commodity car operating in high speed service, COMMONWEALTH BX Trucks offer outstanding advantages in economy and performance.

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Chlorax	Atlas "D"
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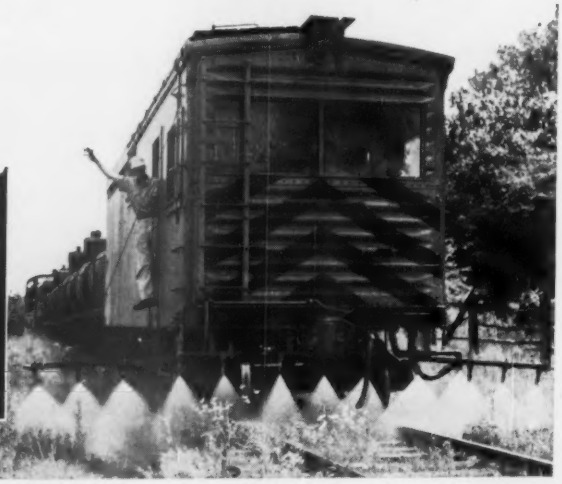

When You Compare Draft Gears...

Make sure you get *all* the facts.
Insist on seeing performance figures
obtained from *test track* runs...
measured and recorded on
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under *actual* operating conditions.

National *Rubber-Cushioned Draft Gears give you protection when you need it — at high impact speeds!*

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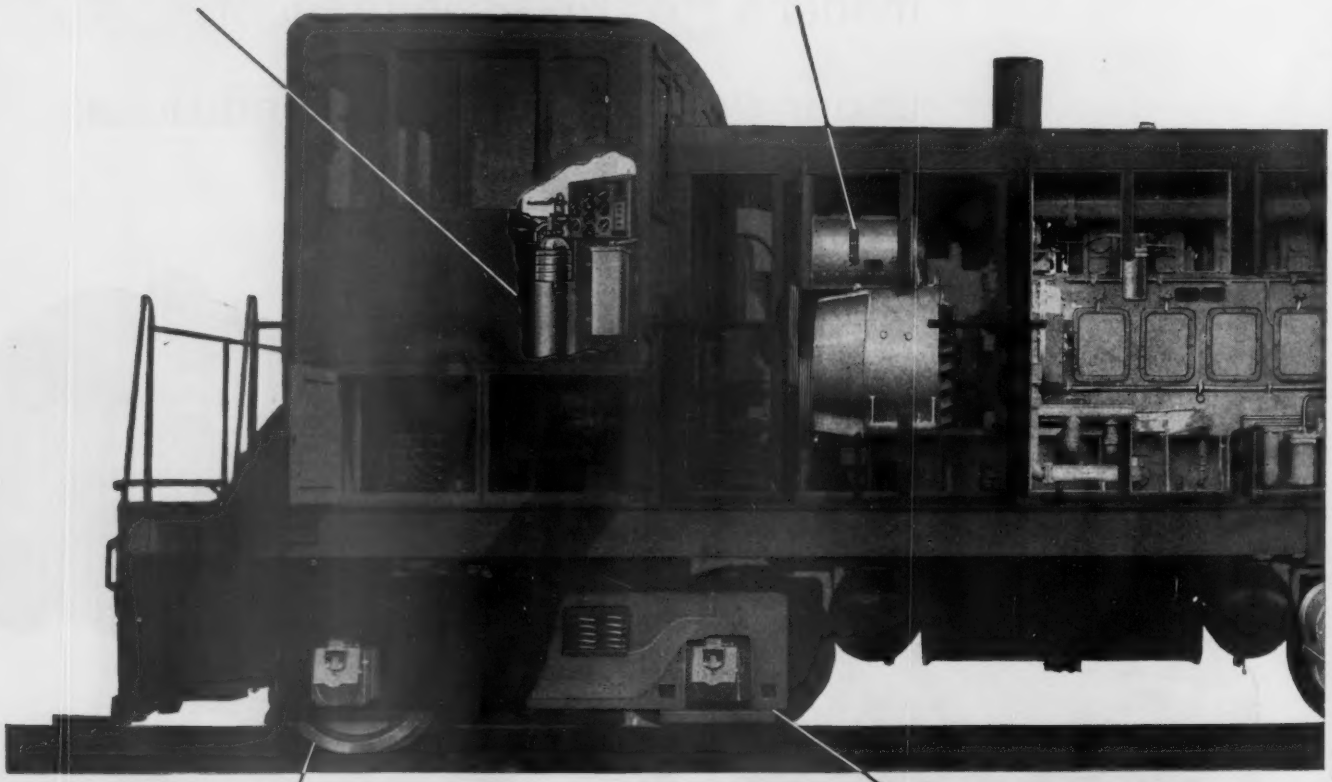
AA-1926

COMPLETE G-E Overhaul Service Restores

CONTROL DEVICES are dismantled, cleaned and repaired. Wiring, contact tips and wearing parts are replaced as required. Each component is completely reconditioned for long life.

MAIN GENERATOR and **GMG** set are tested twice—once after having been repaired and again when re-installed in your locomotive. After overhaul, you regain "original" performance.



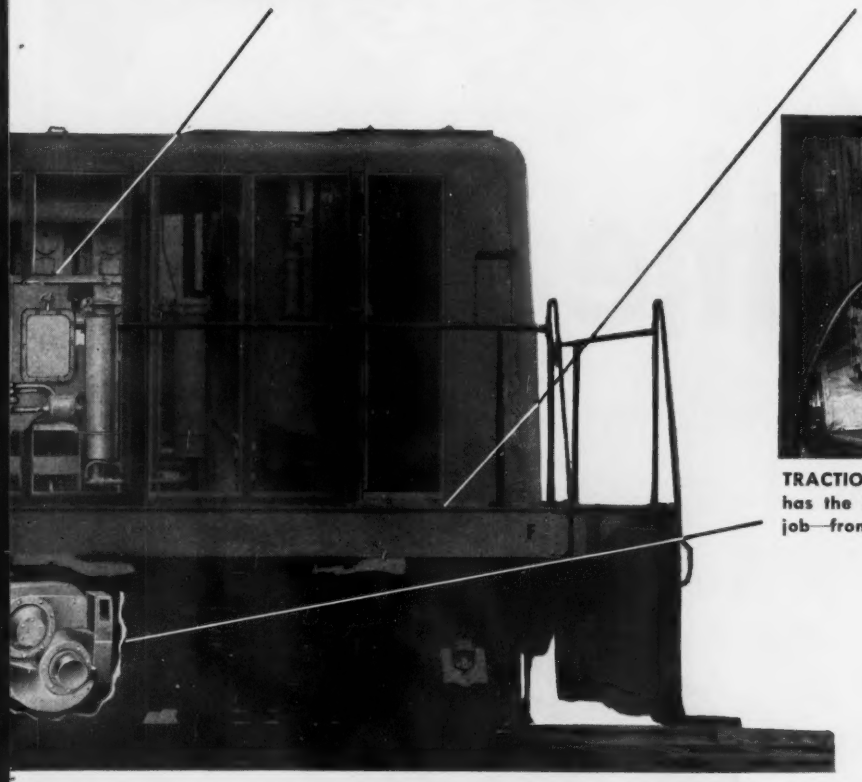
WHEELS and **AXLES** are given complete overhaul service. This includes checking the axles carefully for run-out; magnafluxing of the entire assembly; replacing the axle-drive gears when necessary; and, finally, either turning or replacing the wheels.

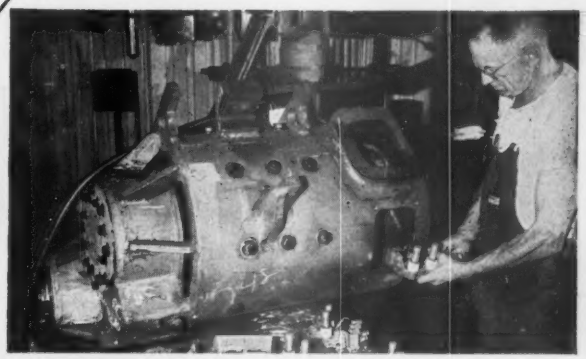
TRUCKS and **BRAKE RIGGING** are completely disassembled. Gear cases are removed and all worn parts are repaired or replaced. Truck frames are checked for alignment and carefully inspected for cracks or other defects that could affect service.

Your Locomotive to Top Operating Condition

DIESEL ENGINE is thoroughly cleaned and inspected. New or reworked parts are used where required to bring engine up to "like-new" standards. Modernization facilities are available.

ALL STRUCTURAL ELEMENTS are completely checked over—even to such details as replacing anti-skid treads on the platform. G-E overhaul service pays particular attention to such detail.





TRACTION MOTOR repair requires skill and experience. G.E. has the know-how and the tools that are needed to do the job—from brush-holder replacement to dynamic balancing.

"Like-New" Performance with a "New Equipment" Warranty

Your locomotive can obtain a "new life" of low-maintenance, high-efficiency operation by spending just 30 days at General Electric. That's normally all it takes for G-E factory-trained specialists to do a complete rebuild, from wheels to whistle. And a "new equipment" warranty covers the locomotive. Rebuilt G-E locomotives are subjected to all the tests that a new locomotive has to undergo.

With more than 50 years of locomotive experience, General Electric has the specialized equipment and knowledge to make your locomotive as "good as new," quickly and economically. For facts and prices, contact your nearest G-E Apparatus Sales Office or write for bulletin GEA-6139 describing this service. Locomotive and Car Equipment Department, General Electric Company, Erie, Penna. 128-20

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Forked Brake Hanger
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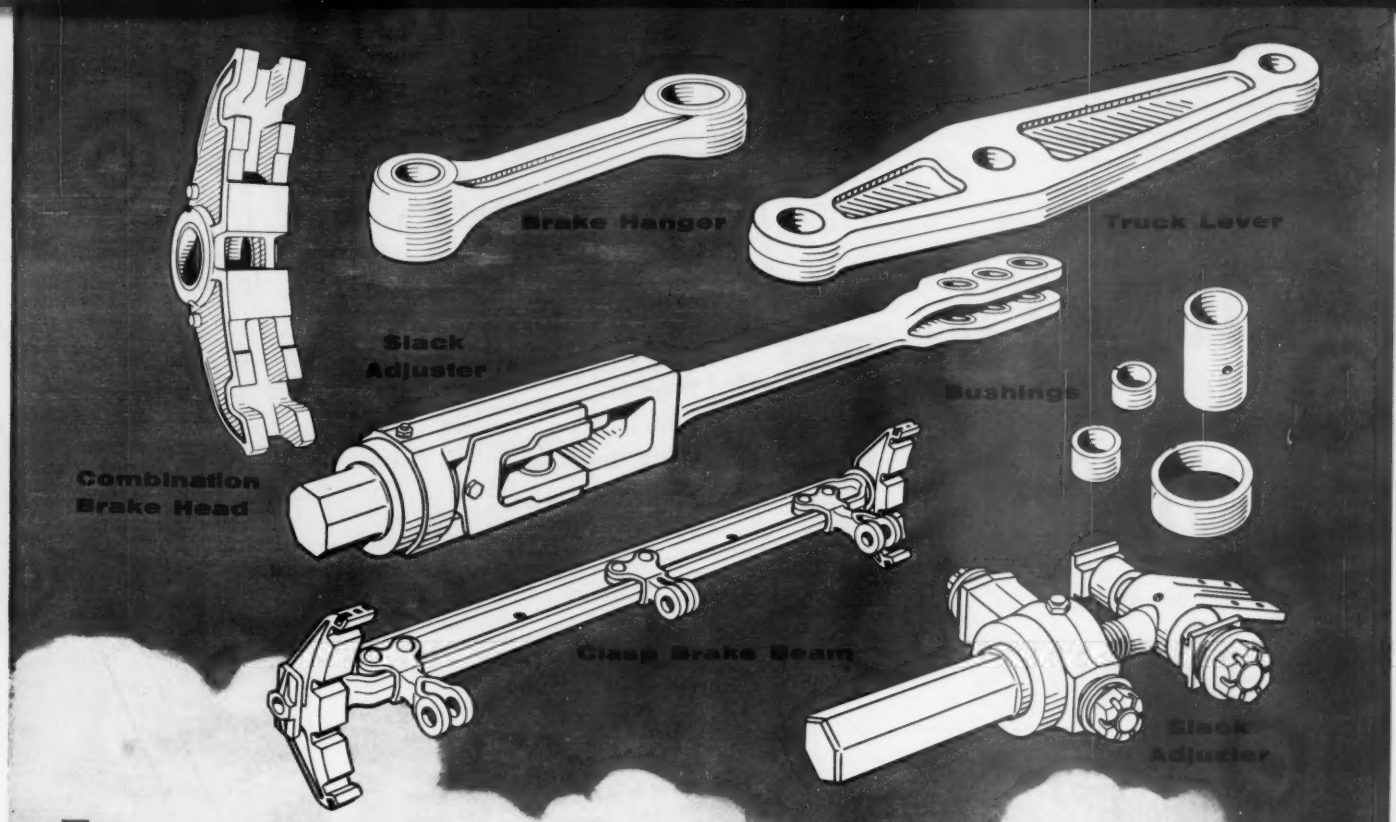
Pins
For the best in



brake performance...

Bring your parts requirements to the source that's equipped for SERVICE

Brake repair parts from two sources may *look* alike—but they don't necessarily *perform* alike. Each part you order from ASF gives you the finest possible service . . . because each reflects constant brake research and development.

As just one example, all ASF Pins are now induction-hardened. The equipment needed to do this job meant a big investment. But, it was entirely justified by a big increase in effective depth of hardness . . . another way of saying *longer service life.* As another example, Brake Heads now have hardened faces . . . additional processing that improves service performance.

That's typical of the advantages—*to you*—of working with brake specialists. And when it comes to production efficiency, ASF lines are specially set up for producing all types of brake components. All operations, from forging, casting and welding through final machining, are handled by us: *you order from one source with one responsibility for quality.*

To serve you promptly we maintain a large inventory of active brake parts for your convenience. So, when you want brake service, call in your ASF Representative!

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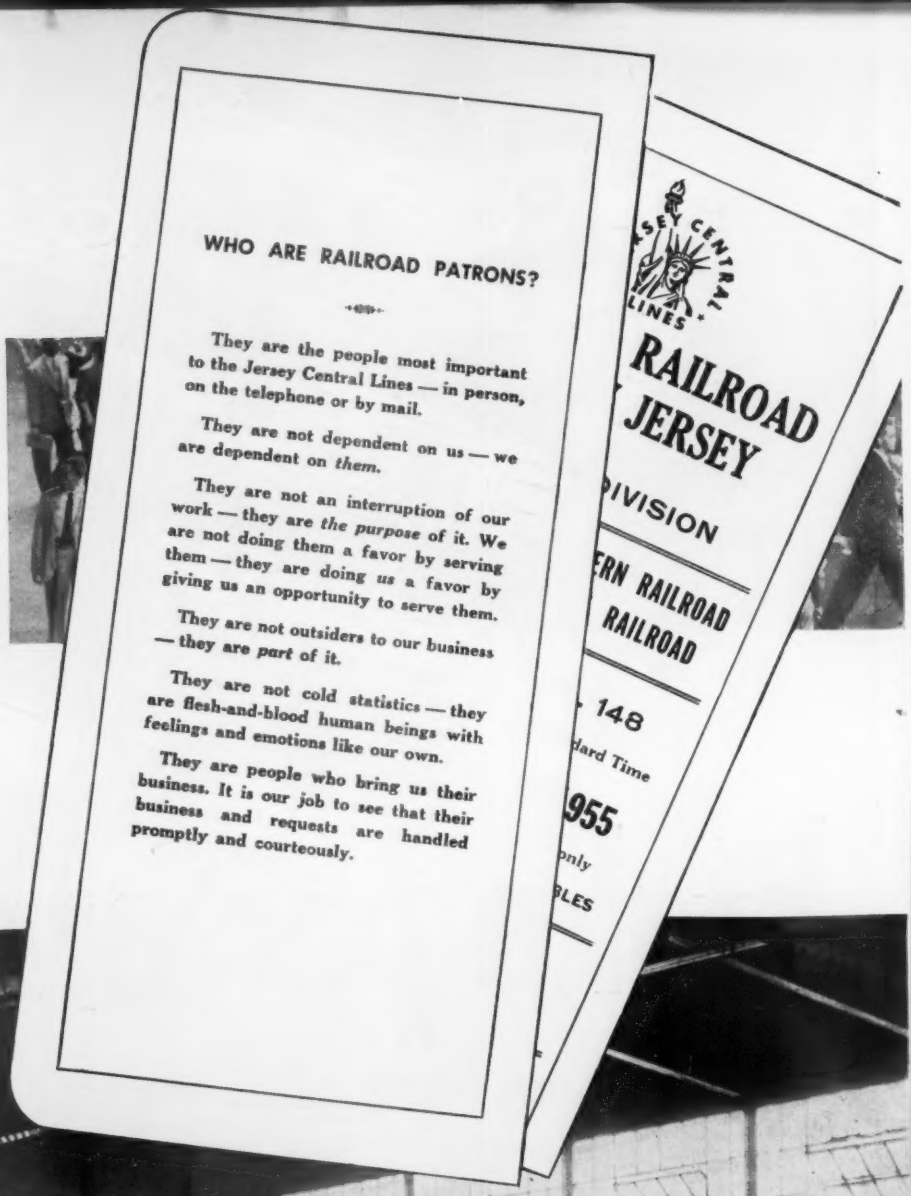
410 North Michigan Ave., Chicago 11, Ill.

Canadian Sales: International Equipment Co., Ltd., Montreal, Quebec

Who are Railroad Patrons?



WHO ARE RAILROAD PATRONS?

They are the people most important to the Jersey Central Lines — in person, on the telephone or by mail.

They are not dependent on us — we are dependent on *them*.

They are not an interruption of our work — they are *the purpose* of it. We are not doing them a favor by serving them — they are doing *us* a favor by giving us an opportunity to serve them.

They are not outsiders to our business — they are *part* of it.

They are not cold statistics — they are flesh-and-blood human beings with feelings and emotions like our own.

They are people who bring us their business. It is our job to see that their business and requests are handled promptly and courteously.

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RAILROAD
148
dard Time
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BLES

"They are the people most important to the Jersey Central Lines..." They are the commuters who asked for better rush-hour service . . . less precious time spent between home and work.

The Answer—Longer Trains...Shorter Schedules. The Jersey Central promptly answered that request with a fleet of Fairbanks-Morse Train Masters, which had the power to cut time out of schedules . . . add cars to rush-hour trains.

Who are railroad patrons? May we, too, at Fairbanks-Morse say: "They are not outsiders to our business—they are a part of it."

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Your soundest motive power buy

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FAIRBANKS-MORSE

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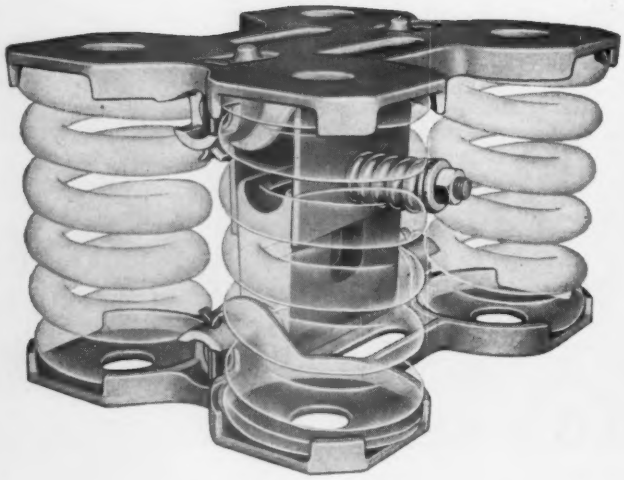
DIESEL LOCOMOTIVES AND ENGINES • RAIL CARS AND RAILROAD EQUIPMENT • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • MAGNETOS

the OLDER your freight cars get

THE MORE THEY NEED

NEW-CAR SNUB-UP CUSHIONING!



OLD cars carry costly lading too! Why not *cut off* damage claims *at the source*? The *majority* of them originate in the *older cars*—a condition so simply cured at the first shopping with the application of *SNUB-UP* Snubbers!

✔ *Reduce lading and equipment damage.* ✔ *No reduction in truck spring capacity.* ✔ *Absorbs vertical and lateral shocks.* ✔ *Reduces freight claims immediately.* ✔ *Large frictional area—long life.* ✔ *Spring travel 1⅛" to 2½".* ✔ *Working parts visible for inspection.*

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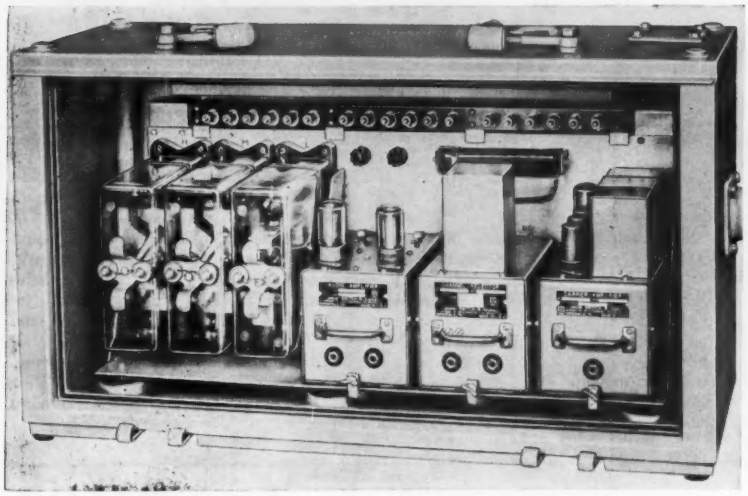
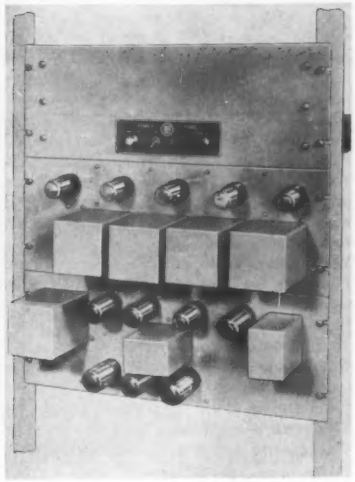
What's New in Products



INDUCTIVE cab signal equipment box with plug-in units in place.



OFFICE units are rack mounted.

Inductive Cab Signal System

A new inductive cab signal system, especially for classification yard service, the maker's Type "CY", is said to significantly reduce humping delays and inefficiencies resulting from poor visibility. A further advantage is the audible annunciation of signal indication changes, which helps keep the engineman alert to changes in humping instructions.

This development, using proved inductive train communication principles, puts the signal in the cab, where it is always visible despite rain, snow, fog, curved track or other adverse conditions. Thus, hump conductor's instructions are continuously available to the engineman. Changes in instructions are instantly announced by a change in cab signal indication and the ringing of a single-stroke bell.

With this system, up to four locomotives can be controlled simultaneously yet independently from one carrier frequency by simply operating toggle switches, one for each locomotive. Each locomotive can be sent any of four indications: hump-fast, hump-slow, back-up or stop. Faster and safer car handling through constant instantaneous control of humping speeds, regardless of visibility conditions, is said to result from use of the system.

Cab signal indication control is transmitted from wayside to locomotives by inductive coupling between a modulated carrier current and a rugged weatherproof receiving coil mounted on the locomotive. The modulated carrier travels an elevated wire on a pole line parallel to the tracks.

Office equipment consists of a power supply unit, an audio oscillator unit and a carrier modulator unit, all mounted on a standard communications rack. Output of the carrier modulator unit is fed to the line through a coupling unit which blocks other communication frequencies.

The compact equipment box features dustproof, moistureproof construction, shock mounting and ease of access. The units it contains are plug connected and equipped with test jacks for rapid checking by the maintainer.

Power for the equipment is supplied directly from the 65-volt locomotive battery, obviating need for a motor-generator set.

The entire locomotive equipment may be de-energized when not in use by merely moving a channel selection switch in the cab to the "off" position. *Union Switch & Signal Division, Westinghouse Air Brake Company, Swissvale, Pa.* •

Concentrated Control

A new type of signal control console has been developed to meet the demand for concentrating the control of large consolidations of complex interlockings and of CTC installations embracing many miles of busy main line traffic, including interlockings.

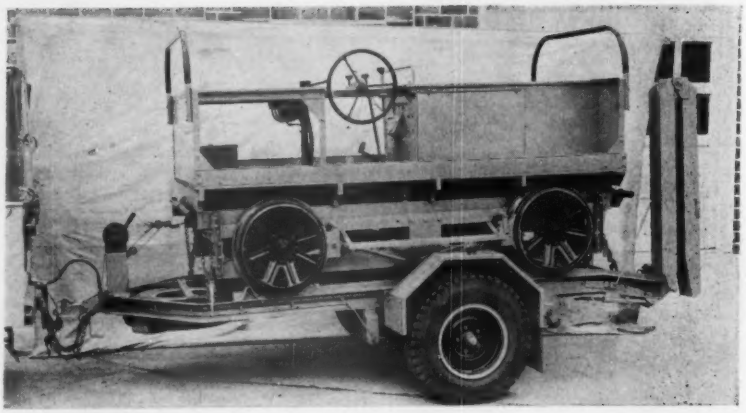
Designed to overcome objections to

More New Products

"mile-long" control panels, the new development is said to keep all controls within arm's length of a seated operator, to fit in a normal control tower without double stacking, and to minimize need for multiple operators.

The manufacturer states that utmost concentration of controls and facility for swift, accurate operation have been developed after careful study of physiological and psychological factors. The new control is specifically designed to furnish the operator, in the most effective way, with the facilities for his two basic activities—"manipulation" and "observation." Facilities for manipulation, NX buttons (or switch and signal control levers) are all functionally grouped on a U-shaped console, with panels scientifically slanted to minimize arm movements and yet to keep every knob at easy arm's length. Facilities for observation—track diagram, switch and signal indications, occupancy lights, etc.—are separately mounted, about 10 ft from the console, on large panels where they are most easily seen.

Functional groups, for example home signals of a given interlocking in an NX controlled consolidation, are color keyed so that control knobs are immediately associated with their respective units on the track model board. *General Railway Signal Company, Rochester, N. Y.*



Motor Car Carrier

A new highway trailer for carrying gang-type motor cars has been introduced. It has a load capacity of 2,600 lb and weighs 1,300 lb. The motor car is loaded on the trailer over folding ramps, which are an integral part of the carrier, with the aid of a small hand-operated winch. When loaded the car is held on the trailer by three chains which have self-locking toggle clamps.

The trailer, designated Model TH2 Series A, has a welded steel frame mounted on 7.00 by 15 tires and is provided with a heavy-duty hitch with safety chains. Equipment includes dual stop and tail lights, and clearance lights on the fenders. The wiring extends all the way to the hitch. Optional extras include electric brakes and directional turn signals. *Fairmont Railway Motors, Inc., Fairmont, Minn.* •

Explosion-Proof Vacuum Cleaner

A new explosion-proof industrial vacuum cleaner, the manufacturer's H-500, has been approved by Underwriters' Laboratories.

The cleaner features a totally enclosed motor, universal type a-c/d-c, 115 volt, ⅞ hp. The tank is aluminum with a capacity of 10 gallons of liquid or 1½ bushels of dry material. The machine is mounted on 4 ball bearing swivel type explosion-proof casters fastened to a band around the tank. All parts and accessories are made of spark-resistant brass or aluminum.

The new vacuum teams with an explosion-proof floor machine previously introduced by the manufacturer. *Multi-Clean Products, Inc., 2277 Ford parkway, St. Paul 1, Minn* •

Radio Speaker and Controls

A new railroad radio control head is reported to provide savings in time, labor and expense when an original installation is being made. A weatherproof, Bakelite-impregnated-cone speaker is an integral part of the control unit. This eliminates the necessity of a separate speaker installation, thus reducing the required installation space, and at the same time insures proper speaker spacing with regard to the operating personnel.

The new control head is available in two models, one with automatic frequency reverting, and the second with provision for two frequencies but no automatic reverting. An automatic reverting kit is available and can be added in the field at any time to provide that extra feature in the second model. The new control head is interchangeable with previous Motorola control heads both mechanically and electrically. It is especially recommended for use with Motorola's new 64-volt power supply because it incorporates a light to show when the auxiliary vibrator is operating. *Motorola Communications & Electronics, Inc., Railroad Dept., 4501 W. Augusta blvd., Chicago 51* •

Tank Car Cleaner

Fogging unit, Model 523, offers a time-saving method of cleaning tank car interiors without manual brushing. This unit consists of two opposing, stationary nozzles mounted on the end of a long twin-tube structure, which is placed in dome of tank car for cleaning. Steam and detergent solution are fed to the nozzles, where the two combine and are sprayed on interior surfaces. Spray comes from the nozzles in the form of a detergent-saturated steam fog which settles on the soils. Detergency plus melting action of the steam provides cleaning action. The same unit is used for rinsing. *Oakite Products, Inc., 19 Rector st., New York 6* •

RE-ORDER #3

You can't take an International Caboose on a "test drive" and judge it from one performance the way you would an automobile . . . but you can get a real test of its worth when you record its operation in service. That's what Chicago & North Western did with its first order in 1952 for 12 cabooses from International.

In 1953, Chicago & North Western re-ordered 25 cars, and in 1955 our shops turned out order #3 for an additional 25. This "case history" is but one of the many that tell the story of International's leadership in its specialized field — why not put it to use on your railroad?

International RAILWAY CAR CO.

General Offices: 814 Rand Bldg., Buffalo, N. Y.

SPECIALISTS IN CABOOSES

On journals packed this year

DON'T REPACK UNTIL '58

IF JOURNALS ARE PACKED WITH PLYPAK

(AAR approves on request, 36 month repack period where Plypak waste retainers are applied)

HOT-BOXES REDUCED BY MORE THAN 80%

A 39 month continuous record by leading railroad shows 80.9% reduction in hot boxes on Plypak equipped cars as compared with like cars in like service not Plypak equipped.

For hot box prevention and 36 month repack economies apply

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WASTE CONTAINER AND RETAINER

UNLIMITED A.A.R. APPROVAL

The PLYPAK has A.A.R. approval for unlimited application in interchange for those roads desiring its use — protected in interchange. See rule 101

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Should Suppliers Join RPI—If So, Why?

The manufacturers who supply the railroads have, for a good many years, been subjected to criticism by railroad managements because of their relative inactivity in supporting the railroads' public relations objectives. This criticism would have had a firmer foundation if the railroads, themselves, had been more specific than they have been in defining their objectives. But, now, there is no longer any lack of definiteness as to what railroads want—and regarding what they need, if they are going to look forward to a prosperous future. Hence there is no longer any good reason why the supply industry should not become just as active as the railroads themselves, in advancing these objectives.

Leaders among railway suppliers have provided the machinery for engaging in this increased educational effort in the railroads' behalf—this machinery taking the form of the Railway Progress Institute, the reorganized Railway Business Association. The Railway Business Association has behind it a history of almost a half-century, but it has not for several decades been particularly active. Last year, under the leadership of Charles J. Symington, an informal group known as the Committee of Railway Suppliers got together a fund of some $100,000 and used it effectively to carry on a vigorous educational program for a few months. The deep potential interest of railway suppliers in giving vigorous support to the railroads' legitimate objectives was thus clearly evidenced—and the dominant opinion among the industry's leaders was that this interest could probably best be activated, on a continuing basis, by the supply industry's existing organization, the Railway Business Association.

It was with that end in view that the Railway Business Association was reorganized as the Railway Progress Institute. The man chosen as president of the Institute, Holcombe Parkes, is one of the country's top professionals in the field of public relations. Furthermore, he has a rich background of railroad work—so he knows the problem as well "from the inside" as from without.

Perhaps the main task confronting the Railway Progress Institute, right now, is that of explaining satisfactorily to members of the old Railway Business Association just why it is that the reorganized Institute needs a much higher dues structure than RBA did. Activity of RBA was pretty largely limited to the distribution of some pamphlet literature, to occasional appearances before congressional committees, and to arranging the association's annual dinner. Now, the Institute proposes to engage in educational and public relations activities in behalf of the railroads on a much wider and more intensive scale. Obviously it cannot undertake such an enlarged program without a budget many times larger than that which RBA lived on.

There is no doubt whatever that leaders in the railroad industry are strongly in favor of increased activity of this kind by the suppliers. Almost three years ago a number of prominent railway men, at a conference with several leading suppliers, strongly urged them to intensify their educational activities in behalf of a better public understanding of the necessities of the railroads—that is, their need for reduced regulation and more equitable conditions in their competitive situation. The favorable attitude of railroad people toward the activity, in 1954, of the Committee of Railway Suppliers should leave no doubt in any supplier's mind as to the popularity with his customers of supply-industry effort of this kind.

But suppliers have a selfish purpose to serve in more effective organization to improve the railroads' competitive position. The railroad industry, right now, would be a far better customer of suppliers than it is, if the railroads had a freer hand than they have in making competitive rates; and if some of their competitors were paying more nearly compensatory charges for the use of government property in their business. Consequently, if railroad suppliers should devote a small fraction of their gross revenues from their railway sales to public education in this area, such contributions would come under the heading of "enlightened self-interest," not charity. The dues structure of the Railway Progress Institute was worked out by men with a great deal of experience with trade associations in other fields—and the rates they have recommended are much lower than the average levies of this kind in other such associations.

All in all, it is mighty hard to find a persuasive reason to explain why any railway supplier of substantial size should feel hesitation about maintaining active membership in and support of the RPI. Quite plainly, such affiliation is in the interest of, and will be appreciated by, the suppliers' customers; and will advance the legitimate self-interest of the suppliers themselves.

CONVERTED 52-FT FLATS are used in the Canadian National's trailer-flat car service. Each car handles two 20-ft trailer vans. The TOFC operation was instituted on the CNR in December 1952.

TOFC IN CANADA

It's Giving the Trucks a Run

The Canadian National and Canadian Pacific "piggyback" tariff is a sharp competitive tool for bringing business back to the railroads

A freight tariff containing three "warheads" is helping railroads meet truck competition between the Canadian cities of Montreal, Toronto and Hamilton. The tariff has been a key factor in the development of railroad-operated trailer-on-flat-car service. It has produced a growing volume of TOFC tonnage and has, at the same time, increased box car loadings.

Phase 1

The Canadian National joined forces with the Canadian Pacific in formulating this "piggyback" tariff, and the present operation can best be explained by examining each of the three parts, or "phases," of this unusual rate arrangement.

Between Montreal and Toronto, all commodity freight rates are published to apply on minimum weights ranging from 5,000 to 15,000 lb. These rates are truck competitive.

With one pick-up and delivery, the rate is 106 cents per 100 lb for a 5,000 lb shipment. Other rates range downward to 72 cents per 100 lb for a 15,000 lb load. The basic rate is slightly higher if two or three deliveries are required at destination.

Rules in this "phase" of the tariff spell out conditions governing trailer-flat car shipments. Among these rules is one that sets up a form of demurrage on loaded trailers.

After the normal free time of 48 hours, an assessment of $5 applies for each day the loaded trailer is held by the railway for the consignee.

Another portion of this rule provides that a "flat charge" of $18 will be made "when one tender of delivery of a shipment has been made during business hours of the consignee and redelivery is necessary . . . the same day."

Since the Canadian National now offers trailer-on-flat-car service between Montreal and Hamilton, as well as between Montreal-Toronto, these all commodity freight rates apply there, also. Minimum weights for loaded trailers are the same. Charges are, of course, slightly higher. They range downward from 128 cents to 76 cents per 100 lb, depending on the minimum weight involved. They apply via Canadian Pacific in freight car service.

Phase 2

The second "phase" of the tariff applies to trailer van loads, too. Formerly limited to certain specific commodities, this section has recently been given the same all-commodity application as in the first "phase." Here the minimum weights are higher, ranging from 20,000 to 24,000 lb. The rate between Montreal and Toronto is 57 cents per 100 for the lowest minimum weight; and it grades down to 52 cents per 100 for the 24,000 lb minimum.

This section of the piggyback tariff was developed after careful study of highway traffic between Montreal and Toronto. The railways set out to determine what commodities actually were moving in volume by truck. They also undertook an analysis of truck operating costs between the two cities.

With this information, the roads prepared the tariff, aiming not at existing truck rates but rather at rates which will meet the competition and at a level which is quite compensatory to the railways. Thus, they attempted to forestall any bit-by-bit chipping at the new

rates by placing them, from the beginning, at a floor level.

A look at the specific commodities originally covered by this phase of the tariff points up the tailoring job that went into its preparaion.

From Montreal to Toronto there were 23 specific commodities and groups; in the other direction, Toronto to Montreal, there were 29. Only eight of these commodities appeared on both lists. For example, window glass, petroleum products and woodpulpboard were listed both ways; rubber goods and a large number of grocery items were from Montreal to Toronto only; and aluminum bars, iron or steel bars or plates and animal feed were only from Toronto to Montreal.

Of course, since this phase of the tariff has now been extended to all commodities, these limitations no longer apply. Listing them does illustrate, however, the care with which this portion of the tariff was worked out.

Phase 3

It is this section of the tariff that points up best the competitive thinking of the railways' traffic and research departments. In studying the possibility of setting up trailer-on-flat-car service, it was concluded that the basic purpose of such service is to meet truck competition and win or hold business to the railway.

That being the goal, why not publish, as part of the overall trailer-flat car tariff, a series of graduated rates to encourage shippers to use the "common denominator" of transportation, the box car?

Such rates, based on higher minimum weights, could apply on a specific group of commodities now handled by truck.

They would be a natural supplement to pick up where piggyback leaves off; and they would provide any shipper with a cost incentive sufficient to encourage him to increase his volume beyond trailer capacity. Ship light, ship piggyback; ship heavy, ship box car.

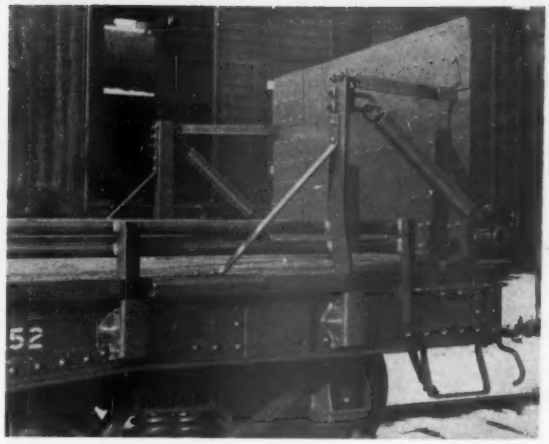
These box car rates published in "Phase 3" of the tariff actually put the railways into limited competition with themselves. The lower minimum weights (20,000 to 24,000 lb) blanket back over the weights applicable in "Phase 2." The specific commodities listed are, in many cases, the same. Yet the rates are substantially lower.

One CNR officer explained the thinking this way: "We want our shippers to use box cars because we can provide that service at less cost. We share the saving with him. If he has a siding it's to his advantage, from the standpoint of rates, to put his shipment in a car instead of in a trailer."

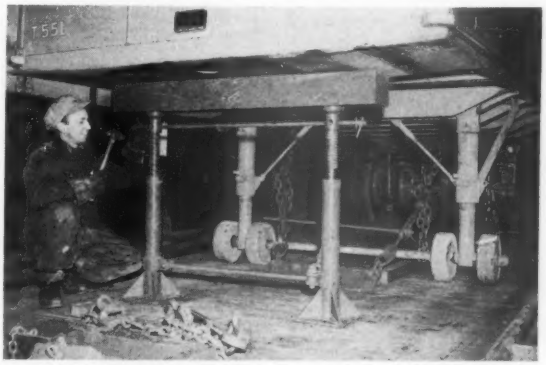
Thus the roads published this third "phase" of the tariff as a follow-up to the first two. It rounds out the piggyback tariff into a complete transportation package.

The carload rates in "Phase 3" range from 45 cents per 100 lb for the 20,000 lb minimum, down to 33.5 cents per 100 for 60,000 lb. The tariff lists 27 commodities for westbound movement, Montreal to Toronto; and 28 for eastbound movement, Toronto to Montreal. There's little duplication between the two lists.

Railroad traffic officers today can point to improved box car loadings for the commodities contained in "Phase 3" of the tariff. They say this section has been "very successful." Meanwhile, TOFC loadings also have increased consistently. At present, the CNR is handling



DETAIL OF CAR END shows the counter-balanced 3-ft steel aprons that bridge the ramps and cars. The flats in TOFC service are equipped with roller bearings and automatic slack adjusters.



TRAILERS ARE SECURED to CNR flat cars in what is becoming the "standard"—chains, jacks and wheel chocks.

around 20 flat cars a night. Average weight per trailer has increased from 5,978 lb in the first few weeks of the service, to 7,512 lb in 1954, with a corresponding increase in revenue per trailer.

After handling 10,000 trailers, the CNR's loss and damage claims totaled a mere $171.24.

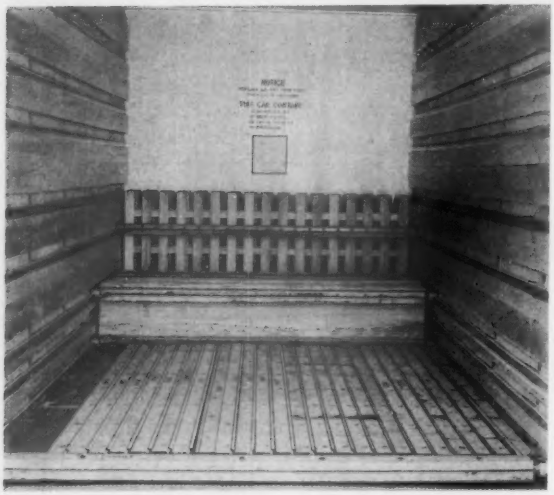
The CNR maintains loading ramps at both Montreal and Toronto, but none at Hamilton. The latter city is some 40 miles from Toronto, and service between these two cities is over the highway. Flat cars handling the piggyback trailers move overnight between Montreal-Toronto in regular scheduled freights. Departure time in each case is 7.00 p.m., with arrival at destination scheduled for 6.30 a.m. An exception is sometimes made to overnight delivery when moving trailers loaded on Friday for Monday morning delivery.

The operating department keeps daily records from all three cities. These records show, for each trailer, the shipper; trailer number; consignee; description of lading; weight, rate and charges; time of arrival at destination, and time the trailer gets "on the street."

Equipment currently in use in the CNR operation includes 22 converted flat cars and 44 trailers. Four of the trailers are open tops, and all are owned by the railroad.

FIBERGLAS ROOF INSULATION 3-in. thick is worked over the supporting boards to which the plywood ceiling is later nailed. Similar insulation is used on the doors.

DF EQUIPMENT includes steel belt rails to anchor the bulkhead cross members and wood rub rails to protect the merchandise from contact with the belt rails.



ALUMINUM PAINT is used in the interiors for good light reflection. Floor is protected by diamond-tread steel plate.

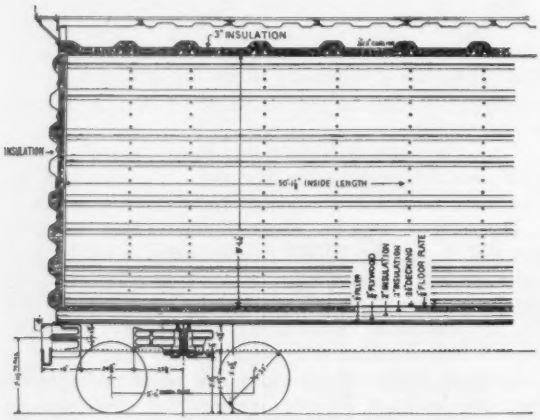
T&P DF Cars Are Insulated

The latest addition to the Texas & Pacific freight car fleet is twenty 50-ton cars which are both insulated like refrigerator cars and equipped with DF lading-protection equipment like box cars.

Turned out at the road's Marshall, Tex., shops, and painted yellow like reefers, the new cars are insulated to protect products like canned goods from sweating and rusting when ambient temperatures increase rapidly. The insulation also serves to protect against freezing during cold spells.

The DF equipment in each car to protect against mechanical damage consists of 3 doorway bars, 10 deck boards, 35 cross members and 10 bulkheads, with 9 steel belt rails running the length of the interior.

YELLOW PAINT is sprayed hot on the exteriors, and dries so the car is ready for the second coat by the time the first coat is completed.



THE FLOOR is almost 8-in. thick, comprising 4-in. insulation between ¾-in. plywood on the bottom and 2¼-in. decking on the top.

IF FLANGE IS BROKEN, steel points touch tread and relay drops, then . . .

PUMP SHOOTS paint so wheel can be found easily, as was the case when . . .

How D&RGW Finds Broken Wheels

A device for detecting broken flanges on car wheels has been installed by the Denver & Rio Grande Western on the track leading from the receiving tracks up to the hump in its classification yard at Grand Junction, Colo. The broken-flange detector consists of a series of spring steel fingers, placed at right angles to the rail, with an insulated hardened steel pad near the end of each finger. The upturned end of each finger extends about three-quarters of an inch above the top of the rail. When a normal wheel runs over the unit, its flange encounters the insulated hardened steel pads, thus depressing the fingers away from the wheel.

If a section is broken out of the flange, it fails to push the finger tips downward into the clear, so that the contacting tips touch the wheel tread, and cause a relay to drop out.

The relay controls a contactor for a motor and pump combination, by which bright yellow non-drying paint is shot on the passing wheel to facilitate location of the break. Buzzers and lights on a control board in the hump office indicate operation of the device. When cars have moved about 15 ft after a signal is given, the system is reset by pushing a button next to the signal buzzers and lights. The reason for waiting for a 15 ft movement is to make sure that at least one wheel is painted for identification.

Each detector is 11 ft 6 in. long, which is more than the circumference of a wheel 42 in. in diameter. The spacing of the fingers and adjustments are such that the device will detect a break in a flange at least 3½ in. long and within ½ in. of the tread. One such complete detector is placed along each running rail. This device will also detect a loose wheel if it fails to stay on the insulated steel pads. With the use of electronic relays,

THIS BROKEN FLANGE was automatically detected.

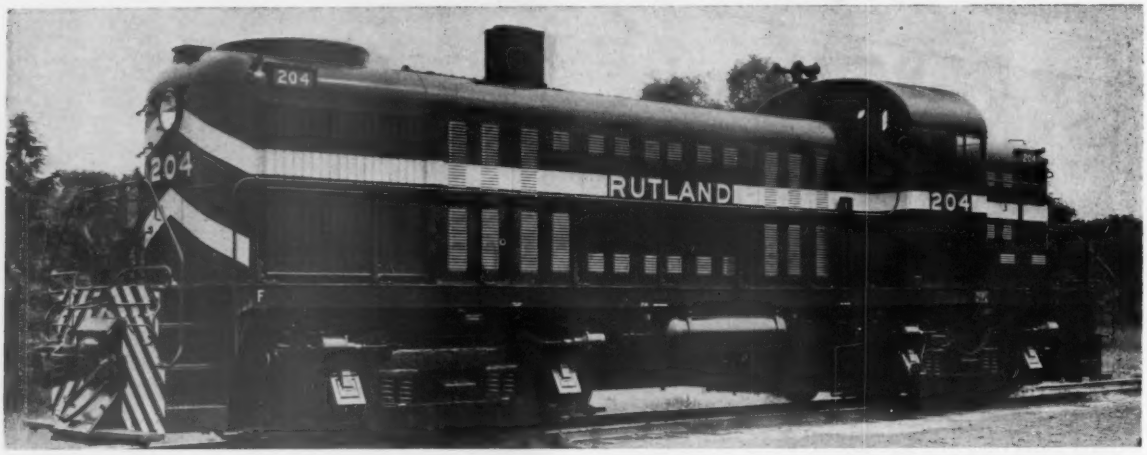
these wheel checkers are designed to operate with cars moving at speeds up to 20 mph. Speeds to 10 mph may be used with ordinary electro-mechanical relays.

An offset rail is required to provide clearance for the detecting finger tips. A 25-ft guard rail holds the wheels in proper alignment.

A protective steel cover is used to minimize false operations from wires hanging down from running gear or hopper and dump-type cars. Protection is also afforded against dragging equipment throughout most of the detecting finger length. In the twenty months which this device has been in service in the Grand Junction yard, it has detected three broken flanges. These devices, known as wheel checkers, were invented and developed by W. A. and M. W. Gieskieng, 1333 S. Franklin st., Denver 10, Colo.

The Meaning of "Other-Than-Steam"...

Then . . . **Electric locomotive built in 1932 has steam-type frame with large drivers and pilot trucks. This locomotive has a-c traction motors and was fitted for multiple-unit service when built.**



Now . . . **Road switcher that can be operated m-u enjoys growing popularity. Trucks are used almost universally under diesel-electrics and most recently-built electric locomotives have this running gear.**

ALREADY AT THE PROPOSAL STAGE . . .

ICC Revising Inspection Rules

Dieselization has made other-than-steam locomotive inspection rules the most important—At the time they were written electric locomotives predominated, but now they constitute a minor percentage of other-than-steam ownership

Steam locomotives in service at mid-year were outnumbered three to one by diesel-electric and electric locomotive units.

At the same time, electric units in service were outnumbered forty to one by their "other-than-steam" partners. Yet today, the Locomotive Inspection Rules for Other Than Steam Locomotives, while covering electric locomotives, are considered inadequate in scope for diesel power.

The present rules were prescribed by an order of the ICC on December 14, 1925. Since that time there have been some revisions.

Up to the present, locomotives have undergone much more sweeping changes than have the inspection rules.

Almost all diesel-electrics and most recently built electrics have been mounted on four- or six-wheel swivel trucks. When these rules were originally prescribed, electric locomotives had steam-type frames and large driving wheels with separate tires. About a fifth of the revisions treat conditions that have arisen from the use of motored trucks and solid steel wheels. Dealt with are the maintenance of bolsters, center plates, solid wheels, brake rigging, slack adjusters, and box-to-pedestal clearance when there are no wedges. Cleanliness around trucks and wheels, and safety hangers for truck components and brake rigging are specified.

Rewriting the Rules

Changes in regulations relating to running gear are only part of a thorough overhaul of the inspection requirements. For six months during his interim appointment as director of locomotive inspection, John A. Hall guided the preparation of 58 new and revised rules and instructions. These were first published April 20, 1955, and are now scheduled for public hearing early in November. Only after this can the commission take action to put them into effect.

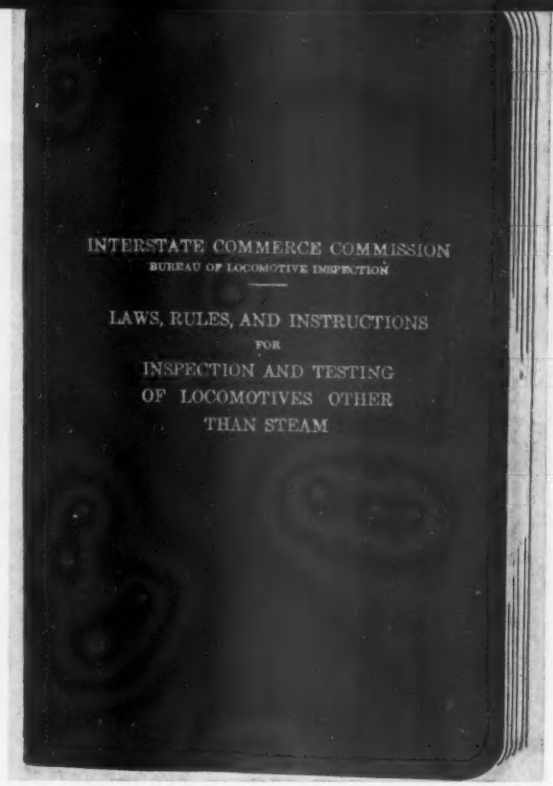
The modern steam generator has caused the largest number of changes relating to a single subject. Nearly one-third of all the revisions deal with this equipment. Components, controls and safety devices for the forced circulation boiler are listed for maintenance and test. Brake portions introduced with the newer air brake schedules are also listed for periodic testing.

Internal combustion engines and related equipment have brought problems which are covered in the only complete new rule which is proposed. Rule 262 would cover the "safe and suitable for service" maintenance of the diesel engine. It also would require that the engine be kept clean, and that its temperature and pressure alarms be properly maintained. Fuel tanks must also be clean, and must be fitted with accessible cut-off devices.

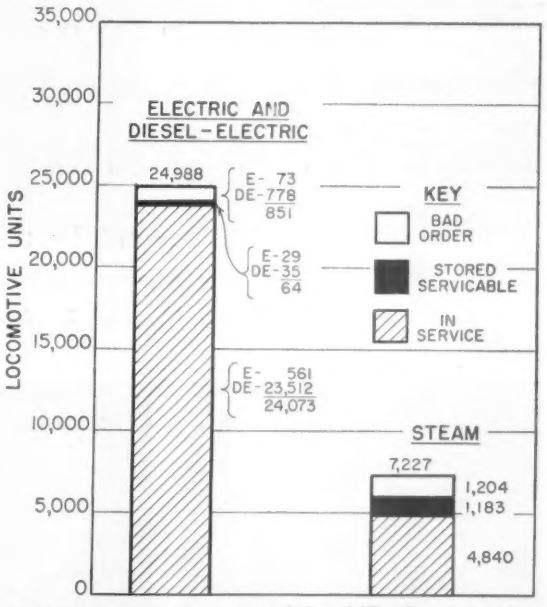
Exhaust from the engine must be discharged so that it does not enter the operating cab. The requirements about fuel tanks and exhaust are also applied to steam generators in separate rules.

Car body and cab are the subjects of considerable revision. Shatterproof glass would be mandatory in cab windows by 1957. Required by 1958 would be emergency brake valves at the fireman's station in the cab and beside the end doors of all car body-type units. Steps and handholds necessary to reach and service cab windows, headlights, marker and classification lights, and trolleys and pantographs would be mandatory. All fan openings on the locomotive would have to be adequately guarded. Extra-strength steam piping and adequate ventilation would be required in all cabs. The ICC's emphasis on cleanliness applies to all flooring and decking along with the running gear, fuel tanks, underbody and diesel engine.

While multiple-unit operation has long been an accepted practice on electric railroads, regulations dealing with it will be much more specific if the rules revisions become effective. Complete control of all coupled units from the operating cab would have to be assured. Wheel slips on all units would have to show in the controlling cab. The popularity of greater flexibility achieved by using automatic couplers instead of drawbars between



Book undergoing revision contains a hundred rules and instructions. With the diagram, tables and other information, there are a total of 127 pages. The last complete revision was made in 1925.



Locomotive inventory reported by AAR shows position occupied by declining steam on July 1st. The 24,325 diesel-electric units are rated as 17,607 locomotives by their owners. The 527 electric locomotives have 663 units.

units has been recognized by several rules revisions. The rewriting of the Locomotive Inspection Rules was brought about by the diesel-electric, but the requirements, old and new, would apply to electric locomotives. Previous treatment of electric traction equipment seems to have been quite complete because only two minor rule revisions have been proposed.

THREE RAILROAD PRESIDENTS hold the gold medals won by their respective companies. Left to right, above, are Warren W. Brown, of the Chicago, Indianapolis & Louisville; W. C. Beaman, of the Texas Mexican; and R. H. Smith, of the Norfolk & Western. Awards were made at ceremonies in the Hotel Roosevelt, New York.

Harriman Awards presented to railroads for . . .

Best 1954 Safety Records

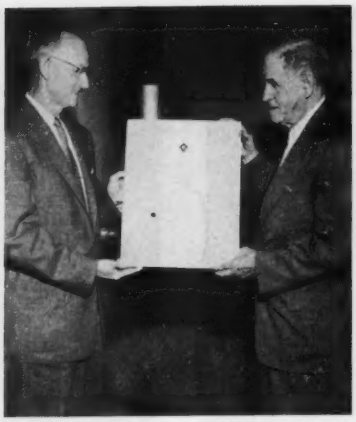
Gold medals accepted by three railroads at September 15 ceremonies in New York; certificates go to two switching and terminal companies and three railroads from each of three regions

Ira G. Pool, vice-president—operations of the Great Northern, holds that road's certificate as J. T. Andrew, general safety supervisor, looks on.

J. L. Babcock (left), safety supervisor of the Bangor & Aroostook, and Curtis M. Hutchins, BAR president, with the certificate won by that road.

Atlantic & Danville's certificate is held by L. D. Curtis (left), the road's president, and H. K. Kramer, vice-president, American Museum of Safety.

Left to right are the St. Louis Southwestern's L. E. Hoffman, superintendent rules and safety; G. B. Matthews, vice-president and general manager; and H. J. McKenzie, president, holdings Cotton Belt's award.

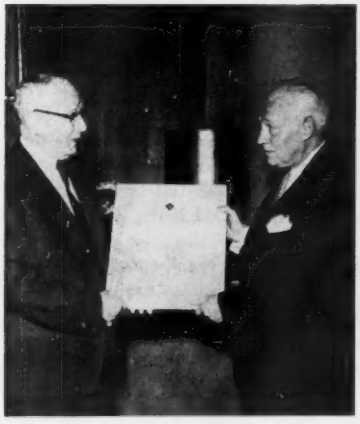


Holding the certificate awarded to the Texas & Northern are (left), G. C. McBroom, T&N vice-president and general manager, and W. J. Patterson, member of the Harriman Award committee.

C. McD. Davis (left), president of the Atlantic Coast Line, accepts the certificate awarded to that railroad from Interstate Commerce Commissioner Owen Clarke, a member of the award committee.

Joseph A. Fisher, president of the Reading, with the certificate presented to that road for its 1954 safety record. At Mr. Fisher's left is E. P. Gangewere, the Reading's vice-president—operations and maintenance. James G. Lyne, editor of *Railway Age* and chairman of the Harriman Award committee, is standing second to Mr. Fisher's right.

Left to right, C. T. Williams, general manager; G. M. Campbell, vice-president; G. W. Elste, superintendent of safety; and C. K. Strader, superintendent, of B&O Chicago Terminal.



E. J. Halberg (left), president of the Pittsburg & Shawmut, accepts that road's certificate from Paul F. Stricker, award committee secretary.

R. E. Sease, general manager of the Central of Georgia, accepts from Mr. Stricker the certificate won by that road.

E. A. Esper, secretary and treasurer of the River Terminal; R. N. Wilson, that road's general manager; and Mr. Stricker.

J. P. Kiley—"The railroad official or supervisor who allows himself to think that the way we are doing it today is the way we'll be doing it tomorrow is certainly not an asset."

R. N. Begien, Jr.—"To keep pace—to keep 'modern,' if you please—we have had to do some renovating and renewing, both mentally and physically."

Three Lessons in Supervision

Top-ranking officers give views on how to deal with current problems at Roadmasters' and Bridge & Building conventions

Words of advice spoken primarily for the benefit of engineering supervisory officers at Chicago last week could easily have been intended for the ears of railroad management, because they covered a wide range of the technological and personnel problems facing railroads today.

The words were contained primarily in three addresses delivered by top-ranking railway officers before joint sessions of two conventions—those of the Roadmasters' & Maintenance of Way Association and the American Railway Bridge & Building Association, held at the Conrad Hilton Hotel. It could be said that these addresses constituted three easy "lessons" on how to be a good supervisor; it would be equally correct to say that they constituted three lessons on how to run a railroad today.

1—How to Deal with Automation

The advent of automation and what railroads must do to take full advantage of it was the subject of an address by J. P. Kiley, president, Milwaukee. Mr. Kiley sees automation playing an important part in all departments of the railroads in the future. On the premise that "the future always becomes the present, there is a lesson in this all of us should heed."

"First, it should teach us to keep our thinking fluid. The railroad official or supervisor who allows himself to think that the way we are doing it today is the way we'll be doing it tomorrow is certainly not an asset to his railroad.

"Second, there's the question of manpower. We must ask ourselves what type of employee will be needed to run the railroads of the future?

"Third, I sincerely believe that the fate of the railroads depends upon our adopting every possible technological improvement to increase our efficiency. High and still higher efficiency—this is the key to the successful railroad of the future."

"Fluid thinking," said Mr. Kiley, "means constantly searching for better ways of doing the job." This, in turn, means that steps should be taken to insure that "new ideas generated at meetings, such as this, percolate through the organization." He believes that the "free flow of ideas from the top downward—or as I prefer to put it, from the center outward—is essential for a coherent efficient organization. Also important is the flow of ideas from the periphery inward."

He doesn't have any "packaged plan" to offer on how to generate two-way communication. "Frequent information letters is one way, and I think they should be rather informal. Personal visits, whenever possible, are, of course, another good way. It really depends on the individual.

"Some find it easier than others. Easy or not, I believe you will all agree that wide exchange of ideas on better ways of doing things improves performance, increases mutual respect and confidence and makes for a

OFFICERS ELECTED BY THE ASSOCIATIONS

In the election of officers in the Roadmasters' Association, W. M. S. Dunn, general roadmaster, Nickel Plate, Bellevue, Ohio, was advanced from first vice-president to president; J. E. Griffith, assistant chief engineer maintenance of way and structures, Southern, Knoxville, Tenn., was advanced from second vice-president to first vice-president; and E. L. Anderson, chief engineer, Frisco, Springfield, Mo., a director, was elected second vice-president. New directors are L. C. Blanchard, roadmaster, Milwaukee, Minneapolis; and R. H. Carpenter, district engineer, Missouri Pacific, Little Rock, Ark.

In the Bridge & Building Association, J. A. Jorlett, assistant engineer, bridges and buildings, Pennsylvania, New York, was advanced from first vice-president to president; R. R. Gunderson, engineer maintenance of way, Western Maryland, Baltimore, from second vice-president to first vice-president; W. H. Huffman, assistant engineer maintenance, Chicago & North Western, Chicago, from third vice-president to second vice-president; and M. H. Dick, western editor, *Railway Age*, Chicago, from fourth vice-president to third vice-president. B. M. Stephens, assistant chief engineer, Texas & New Orleans, and a director of the association, was elected fourth vice-president. New directors elected are W. H. Bunge, assistant engineer, Missouri Pacific lines, Houston; E. R. Schlaf, assistant superintendent water service, Illinois Central, Chicago, both re-elected; and G. W. Benson, superintendent bridges, Central of Georgia, Macon, Ga.

G. M. O'Rourke, president of the AREA, extended greetings from that association.

R. G. Simmons, president of the Roadmasters' Association. Mr. Simmons is general roadmaster of the Milwaukee.

H. M. Harlow, assistant general supervisor bridges & buildings, C&O, was president of the Bridge & Building Association.

better-knit organization that works as an enthusiastic team."

Discussing his second point—manpower—Mr. Kiley said railroads face the problem of educating employees in handling and operating the new machines being developed. Possibly they will "have to invade the educational field and set up schools. Possibly a group of railroads should cooperate on some such plan." Perhaps railroad suppliers should be brought into the picture by setting up training centers within their own plants. "Still another thought is for railroads to work out a cooperative program with vocational schools, both public and private, to train men in mechanized railroad work."

As for technological improvements, Mr. Kiley believes there should be a long-range plan aimed at efficiency through technology and research. "Such a plan," he continued, "should spring from big ideas—a clear recognition that practically nothing is impossible—that the way we are doing it now is not the way we'll be doing it 10 or 20 years hence."

2—How to Work Together

"With maintenance of way and structures standing relatively so high in importance, why should there be some who consider it as incidental only?" This question was raised in an address by H. C. Munson, vice-president and general manager, Western Pacific. As an illustration of what he meant, Mr. Munson cited the example of a telephone conversation he overheard between a superintendent of another railroad and a roadmaster on that road. He heard the superintendent say: "You take care of the d - - - track. We'll run the trains."

This was a symptom of what Mr. Munson called "narrow-viewed supervision." He believes maintenance men should know about other phases of railroading and have not only the right to question superiors and explore other department functions but in some instances actually have a duty to do so. Obviously, he said, superior officers have that duty constantly.

It is well known, he declared, that a man evinces a

T. M. von Sprecken, assistant to chief engineer, Southern; J. S. Hancock, bridge engineer, Detroit, Toledo & Ironton; W. H. Bunge, assistant engineer, MP lines; W. F. Martens, general foreman, bridges and building and water service, Santa Fe.

degree of interest in a matter that is proportionate to his understanding. "If a man understands little about maintenance, he'll probably not show too much interest in it." He suggested that maintenance-of-way supervisors should endeavor to find opportunities to talk "shop" with their superior officers on the division. "If they don't sell their superior officers on the importance of their job, how can they ever sell them on proposals which are of benefit to the railroad, such as 'detouring' trains around rail or bridge gangs in multiple-track territory where this practice is consistent?"

As an aid in breaking down the barriers between supervisory officers and their superiors, Mr. Munson advocated "all-department" staff meetings wherein, perhaps at least once a year, supervisors and officers would meet and have an opportunity to renew their acquaintance with the president and other general officers and hear them describe the problems and accomplishments of the railroad and its plans for the future.

Mr. Munson stressed the need for officers and supervisors being entirely factual, frank and honest in their dealings with each other and refraining from "buck-passing," no matter where "the chips may fall." "Every man knows that every other man makes mistakes, except, he who does nothing. It should, therefore, follow that as a 'doer' it is no disgrace to occasionally be guilty of an error in judgment. The important thing is to bring it to light, correct it and permit as many others as possible to take advantage of the experience to avoid its recurrence, not only to the individual directly involved but to the others."

Mr. Munson's answer to this and many other supervisory problems is better communication between individuals, "from the top down, from the bottom up, and horizontally. We all know that to improve this may not be as simple as it sounds in conversation or on paper. The big job continues to be the breaking down of barriers between the people concerned—barriers such as those raised by a remark made when an inexperienced clerk at a small station asked an officer if plans for the coming year included the laying of rail through that particular area. The officer replied: 'What the h - - - difference does it make to you?' Obviously, said Mr. Munson, communication with others, insofar as that young clerk was concerned, was stifled from then on, or at least for a long time.

Mr. Munson said supervisors who have any apprehension about talking to superiors "should simply sit down and do a little reminiscing and remember the time when they themselves considered men with titles such as they now possess as being relatively unapproachable. The same relative situation continues up and down the officers' ranks and there aren't many railroads today where the president or any general officer is difficult to approach. In fact, most of them invite it."

Mr. Munson warned that it is not sufficient to render lip service to the idea of importance of better communication between personnel. "What must then take place is demonstration through actual deed among officers and supervisors that they not only believe in it but are carrying it out to the best of their ability." The result, he believes, would be improved morale among personnel on the railroads, lower overall cost, because people would avoid the common pitfall of being "pennywise and pound foolish," and better and safer service—all helping to increase net income.

3—How to Keep "Modern"

To keep "modern" we have to do some renovating and renewing, both mentally and physically, said R. N. Begien, Jr., staff assistant to vice-president—operations, Chesapeake & Ohio, in a third address before the joint sessions of the two groups. In explaining what he meant, Mr. Begien described some of the newer developments that are helping to put railroads on a more efficient basis. One of these is the digital computer. He said that one of the most important fields in which the digital computer with auxiliary memory can be used is that of record keeping. "It has been estimated that one person out of six is involved in some kind of clerical work. It takes little imagination to appreciate increased efficiency made possible by mechanized record keeping. In connection with record keeping, certainly in the maintenance of way field, payrolls and inventories will eventually be taken over by computers. I might hazard a guess that unit cost accounting would follow—budgeting with accuracy would be the final result."

Improvement in cars, yard modernization, faster interchange of cars between railroads, possible uses of atomic energy on railroads, and piggypack service were other developments discussed by Mr. Begien.

He wound up his address with some remarks about human relations. "No matter how well your railroad is equipped with technological advances; no matter if you have the finest tools in the world; without the employees' will to do—the push, the spark, of the men working for you—you will never achieve the maximum.

"It makes such a difference to the man under you how you treat him. He will reflect your moods in his work. If you treat him as you would expect to be treated, he will do better work, and you will do better work.

"You can only do your work as well as your organization. Without their efforts you will be ineffective.

"The other day I ran across a recipe of words for evaluating human relations. They are:

- Five most important words—**'I am proud of you.'**
- Four most important words—**'What is your opinion?'**
- Three most important words—*'If you please.'*
- Two most important words—**'Thank you.'**
- Least important word—**'I.'** "

Financial

(Continued from page 15)

certificates, dated September 1, will mature in 30 semiannual installments of $145,000 each, beginning March 1, 1956. Division 4 approved their sale at 99.527 with an interest rate of 3⅛%—the bid of Salomon Bros. & Hutzler and three associates—which will make the annual cost of the proceeds to the road approximately 3.20%. The certificates were reoffered to the public at prices yielding from 2.65 to 3.15%, according to maturity.

MISSOURI PACIFIC.—To assume liability for $3,675,000 of equipment trust certificates to finance in part the purchase of 550 box cars at an estimated total cost of $4,625,572 (*Railway Age*, August 22, page 15). The certificates, to be dated September 1, will mature in 15 annual installments of $245,000 each, beginning September 1, 1956. Division 4 approved their sale for 99.278 with an interest rate of 3⅜%—the bid of Salomon Bros. & Hutzler and three associates—which will make the annual cost of the proceeds to the road approximately 3.52%. The certificates were reoffered to the public at prices yielding from 2.9 to 3.4%, according to maturity.

Applications

CHICAGO & NORTH WESTERN.—To assume liability for $3,900,000 of equipment trust certificates, the first installment of a proposed $11,700,000 issue, the whole of which would finance the acquisition of 1,575 50-ton box cars from the Pullman-Standard Car Manufacturing Company, and 500 70-ton gondola cars from the General American Transportation Corporation. The box cars would include 825 costing $6,820 each and 750 (with nailable steel flooring) costing $7,301 each, and the estimated unit cost of the gondolas is $6,918. Estimated total cost is $14,630,000. The certificates now proposed would be dated November 1 and they would mature in 15 annual installments of $260,000 each, beginning November 1, 1956. They would be sold on the basis of competitive bids which would fix the interest rate.

MAINE CENTRAL.—To issue and sell $3,114,500 of first mortgage and collateral 5% bonds due April 1, 1980, in connection with its purchase of the rights and properties of the European & North American which the Maine Central now operates under lease. Exempted from competitive bidding requirements by the ICC (**Railway Age**, June 13, page 69), the MC will sell the entire issue to Coffin & Burr, Inc. Holders of the 24,914 shares of E&NA stock outstanding can exchange four shares of stock for $500 of the bonds or sell their stock at the rate of one share for $125 cash.

PENNSYLVANIA.—To assume liability for $7,965,000 of equipment trust certificates to finance in part purchase of the following locomotive units and cars at an estimated total cost of $10,635,000:

	Description and Builder	Estimated Unit Cost
50	1,750-hp diesel-electric units (Electro-Motive Division, General Motors Corporation) ...	$188,000
160	70-ton covered hoppers (Pullman-Standard Car Manufacturing Company)	7,719

The certificates, to be dated October 10, would mature in 15 annual installments of $531,000 each beginning November 1, 1956. They would be sold through competitive bidding, with interest rates to be determined by such bidding.

Dividends Declared

AKRON, CANTON & YOUNGSTOWN.—50¢, semiannual, payable October 1 to holders of record September 15.

BESSEMER & LAKE ERIE.—$1.50 preferred, 75¢, semiannual, payable October 1 to holders of record September 15.

CHICAGO & EASTERN ILLINOIS.—25¢, payable September 29 to holders of record September 19.

CHICAGO, INDIANAPOLIS & LOUISVILLE.—Class A common, $1.25, payable October 10 to holders of record September 26.

DAYTON & MICHIGAN.—common, 87½¢, semiannual; 8% preferred, $1, quarterly; both payable October 1 to holders of record September 15.

LAKE SUPERIOR & ISHPEMING.—35¢, quarterly, payable October 15. to holders of record October 1.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—50¢, payable October 13 to holders of record September 29.

NORWICH & WORCESTER.—8% preferred, $2, quarterly, payable October 1 to holders of record September 15.

PIEDMONT & NORTHERN.—$1, quarterly, payable October 20 to holders of record October 5.

TEXAS & PACIFIC.—common, $1.25, quarterly; 5% non-cumulative preferred, $1.25, quarterly; both payable September 30 to holders of record September 26.

Security Price Averages

	Sept. 20	Prev. Week	Last Year
Average price of 20 representative railway stocks	98.47	97.59	70.15
Average price of 20 representative railway bonds	97.90	98.56	96.55

New Facilities

Ann Arbor —A general office is under construction at Owosso, Mich., at a cost of $40,000. New yard facilities also under construction at Owosso will cost $140,000.

Detroit, Toledo & Ironton.—First stage construction work is underway on a yard project at Lima, Ohio. This project, together with connecting tracks to a new Ford plant at Lima, will cost $200,000. Target date for completion is December 31. Elsewhere, the DT&I is constructing new diesel engine terminal facilities at Springfield, Ohio ($55,000); making a heating plant revision at its Jackson, Ohio, shops ($35,000), and undertaking heating revision and building changes at Flat Rock, Mich. ($85,000).

New Haven. —Tentative plans have been drawn for a 3,600-car parking garage above the tracks at South Station, Boston, although no definite commitments have been made. A spokesman for the NH said financial interests outside New England have agreed to finance the project, which would cost an estimated $3,000,000, if the city agrees to adjustment of a controversy over Boston Terminal Company taxes.

New Haven.—A new passenger station, and a parking lot for 1,000 cars, will be built about three-quarters of a mile south of the present station at New Canaan, Conn. Estimated cost of the project, including the cost of acquiring the necessary property, is $500,000.

Norfolk & Western.—Expansion of the Kinny yards in Lynchburg, Va., is expected to cost $1,500,000, and will include a 4,000-sq-ft office building and 15,000 ft of new track.

Santa Fe.—This road has asked the ICC for authority to construct and operate a new line of track running 29.5 miles from a main line connection at Hesperia, Cal., to Cushenbury, Cal., to serve lime rock deposits of the Kaiser Steel Corporation and a new cement mill to be built at Cushenbury by the Permanente Cement Company.

Seaboard Air Line.—This road has announced plans to transfer its general offices from Norfolk, Va., and Portsmouth to Richmond where a new general office building will be constructed. The road said it expects the new building to be ready for occupancy in 1958.

Spokane, Portland & Seattle.—A 40-ft by 100-ft reinforced concrete store building will be constructed at Vancouver, Wash., for about $135,000. Bids for the two-story building with basement will be called "within the next few weeks."

Union Pacific—A combination passenger and freight depot is under construction at Glendale, Calif. The new building will be 24 ft by 50 ft and cost about $168,685.

New diesel and gas turbine fuel oil facilities are being built at Rawlins, Wyo., at a cost of $40,080. Diesel fuel oil pumphouse and storage facilities are being constructed at Topeka, Kans., estimated cost $27,790, and at Hugo, Colo., estimated cost $28,890.

Recent trackage improvement projects include: Rearranging trackage and building freight platforms at Kansas City, Mo., estimated cost $107,500; constructing additional tracks at Desert Mound, Utah, estimated cost $75,560; adding yard tracks at Kimbal, Neb., estimated cost $51,540; and building classification and setout tracks at Los Angeles, estimated cost $43,200. A new enclosed freight platform is being constructed at Salt Lake City, costing about $69,500

Wabash.—An automotive parts loading platform is being constructed at Detroit, at a cost of $2,450,000. New yard facilities also under construction at Detroit will cost about $1,500,000. Other yard facilities are also under construction at North Kansas City, Mo., to cost about $900,000, and at Lafayette, Ind., to cost about $235,000.

Abandonments

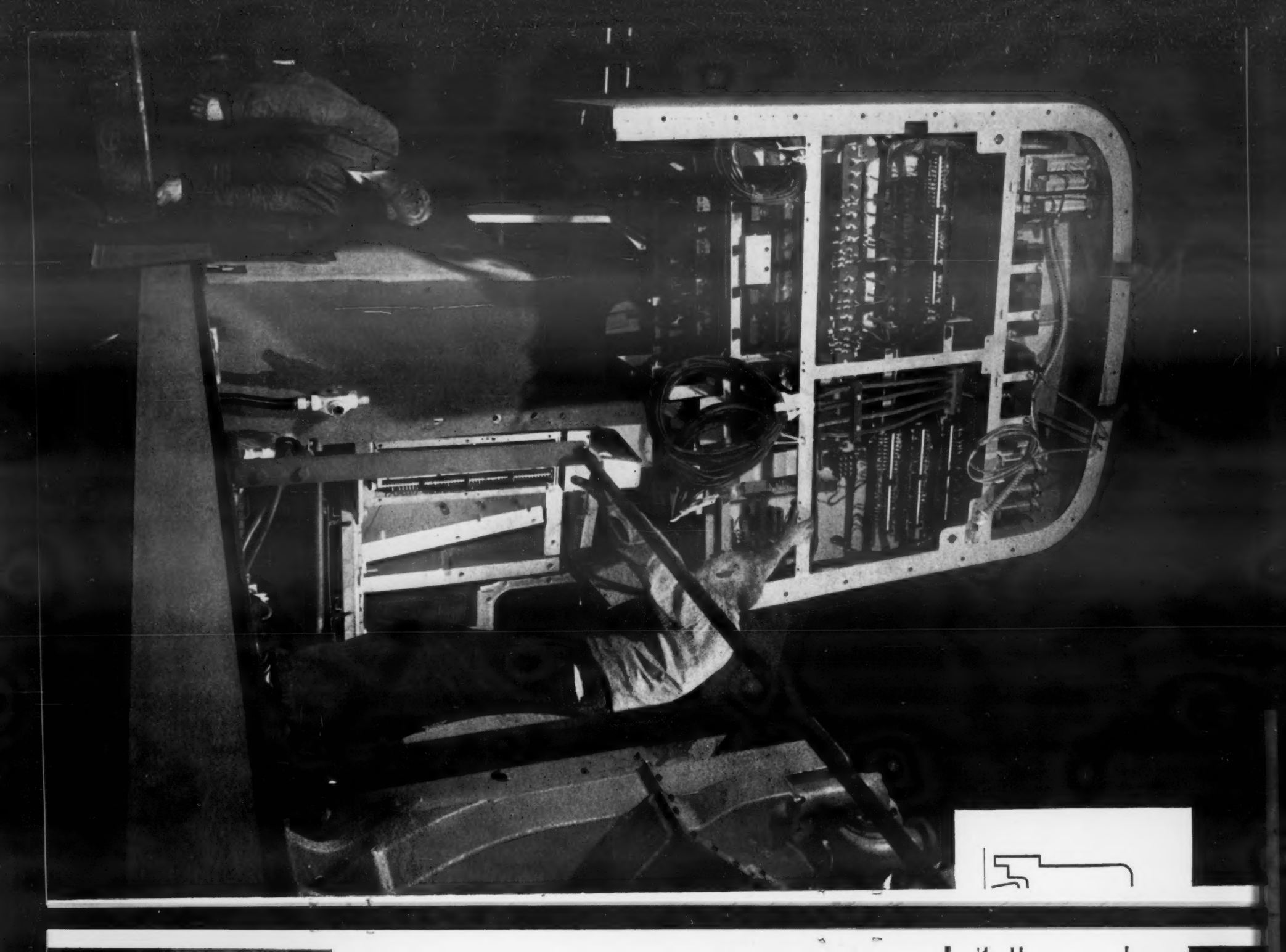
Authorizations

MISSOURI-KANSAS-TEXAS.—To abandon a 51-mile branch from a main line connection at Greenville, Tex., to Mineola.

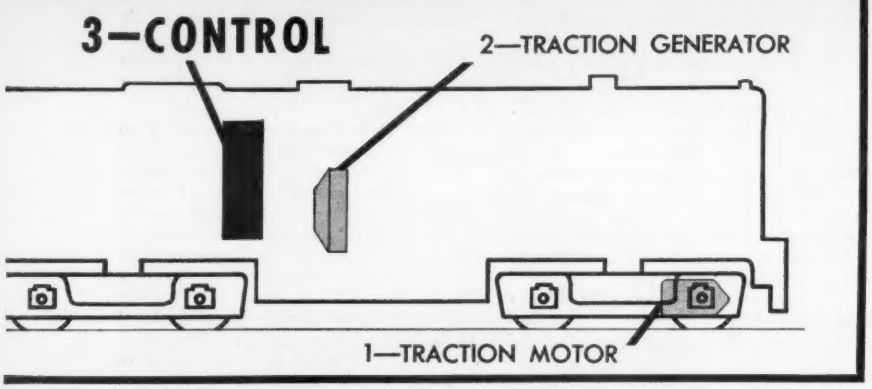
READING.—To abandon its Mahanoy City Colliery branch, extending 1,678 ft from a connection with the North Mahanoy branch to the end of the colliery branch in Schuylkill county, Pa.

READING.—To abandon its North Franklin Colliery branch extending 6,385 feet from its connection with the Herndon branch to the end of the colliery branch in Northumberland County, Pa.

SOUTHERN PACIFIC.—To abandon operation of its 2.2-mile Creamery branch between Tempe, Ariz., and Normal Junction. The Arizona Eastern has been authorized to abandon the line itself but 1.6 miles of spur track will be maintained to serve local industries.



3 REASONS WHY THE G-E TRACTION SYSTEM SETS THE INDUSTRY STANDARD



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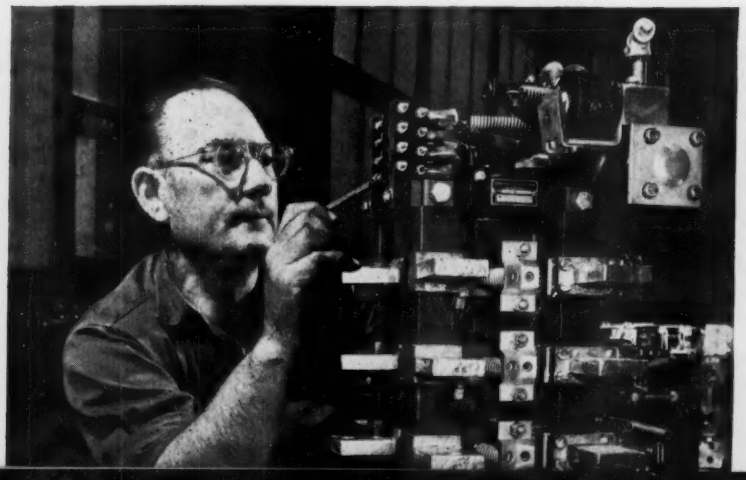


NEW HEAVY-DUTY LV-66 relay (left) has protected fingers, long-life silver contacts, and is more rugged and reliable than older type (right).

Cabinet Report Gets House Hearing

(Continued from page 7)

Secretary Weeks' presentation was a point-by-point explanation of his committee's recommendations. He asserted that the report "is certainly not aimed at giving one form of transportation an unfair advantage over any other." Instead, he added, "it paves the way for all modes of transportation to give more effective service to the public."

Noting the report's emphasis on competition, because transportation has become "highly competitive," Mr. Weeks pointed out that the government has "generated competition by applying large amounts of tax funds to the development of water and aviation facilities," and has "played a dominant role in providing an expanding highway system through expenditures and grants in aid." Meanwhile, "our regulatory policies have not kept pace."

The secretary's bill of particulars on the latter score included reference to the ICC's "share-the-traffic" approach to the fixing of competitive rates. "In such cases," he said, "the shipper is denied the benefit of lower rates justified by the lower costs . . . In such cases the commission not only interferes with managerial discretion in the most important function of business management, that of pricing the product, but also frustrates the fundamental long-standing policy of transport regulation that the lowest rates should prevail where consistent with the proper service."

Advantages Unaltered — There was no attempt by the Cabinet Committee "to alter or equalize the inherent or induced advantages or disadvantages of the different modes of transport," Mr. Weeks insisted. He added that the committee's recommendations are designed "to allow adequate opportunity for experimentation, with each type of transportation having a fair chance to find its most appropriate place . . . and to adjust its participation as economic, technological, and social conditions alter."

Turning to the committee's concern for preservation of the common carrier, the secretary had figures indicating that the country's common carrier system is being "steadily weakened." He called the common carrier "the particular servant of the little shipper," but he thought the big shipper also would benefit if the committee's rate proposals were adopted.

The rate-making proposals would leave with the ICC the power to condemn rates above a reasonable maximum or below a reasonable minimum, but they would take from it the power to fix the precise rate. By questions, the House committee members brought out how these proposals also contemplate that the effect of a proposed rate on a competing agency would be eliminated from the commission's consideration of rate proposals—whether or not the proposed rate would be compensatory would be the test on the low side.

No Power to Kill—"Our committee in no way intends that any particular form of transportation should have the power to destroy another," Mr. Weeks said. "Fair opportunity for responsible carriers to fix reasonable competitive rates under proper supervision of the commission will not result in ruinous price wars.

In response to questions, Mr. Weeks conceded that the rate-freedom recommendations might bring some shifts of traffic, but he did not feel the motor carrier industry would be "injured or jeopardized." He explained, however, that his committee was not thinking about modes of transportation; it was thinking about national defense and buyers of transportation. He also pointed out that many of his committee's proposals have also been recommendations of the ICC, and that the commission has indicated a need for action in situations covered by some of the other recommendations.

"We have made no radical proposals," Mr. Weeks said in closing. "We have tried to lay emphasis on competition and to protect the common carrier."

Secretary of Defense Wilson also noted how the report emphasized "the essentiality of transportation provided by common carriers." He also said: "It is the common carrier segment of our transportation industry upon which primary reliance must be placed in the event of an emergency. A policy which will strengthen this segment of our transportation industry and thereby improve our defense potential is highly essential . . . . The capacity for immediate expansion in time of war which is possessed by common carriers has proved to be a reservoir which is essential in the defense effort."

House committee members questioned Mr. Wilson as to who should finance the provisions of "excess capacity." His reply was that no special arrangements are needed, other than to encourage modernization with tax relief such as has been provided by the fast-amortization program.

The questioning also brought out that the Cabinet Committee's section 22 recommendation would not repeal provisions permitting carriers to grant special rates to the government. It would put such provisions in another section of the act and expand them to require that the special rates be filed with the ICC and be subject to some of the act's other rate provisions.

Director Flemming of ODM stressed the importance of a strong transportation system in planning for full mobilization, which, he said "could very easily increase the aggregate demand for domestic freight transportation by some 20% expressed in ton-miles." Of the Cabinet Committee's recommendations, the ODM director said it was the committee's belief that the policy proposed "is the only one which fits the facts of today's transportation scene."

The rate-freedom proposals to which Vice-President Fort of the AAR addressed himself include the suggested new declaration of national transportation policy, the proposed modification of the ICC's authority over minimum rates, and the proposed change in the Commission's power to suspend rates.

The proposed declaration of national transportation policy, Mr. Fort said, is "designed to make clear the intent of Congress that carriers regulated under the Interstate Commerce Act shall have a much greater degree of freedom in competitive rate making than is now the case." Under the ICC's interpretation of the present declaration, he added, "a rate proposed by a regulated carrier of one form of transportation is to be disapproved as less than a reasonable minimum rate, although admittedly compensatory, if it will attract more than the commission regards as a 'fair share' of the available traffic or, to put it another way, is 'lower than necessary to meet the competition.'"

The "fair share" concept, Mr. Fort also said, "actually amounts to a rule for apportionment of traffic between the different modes of transportation by placing undue restraints upon competitive rate making, and thus deprives the public of economies which would result from distribution of traffic in accord with the inherent advantages of each of the several types of carrier."

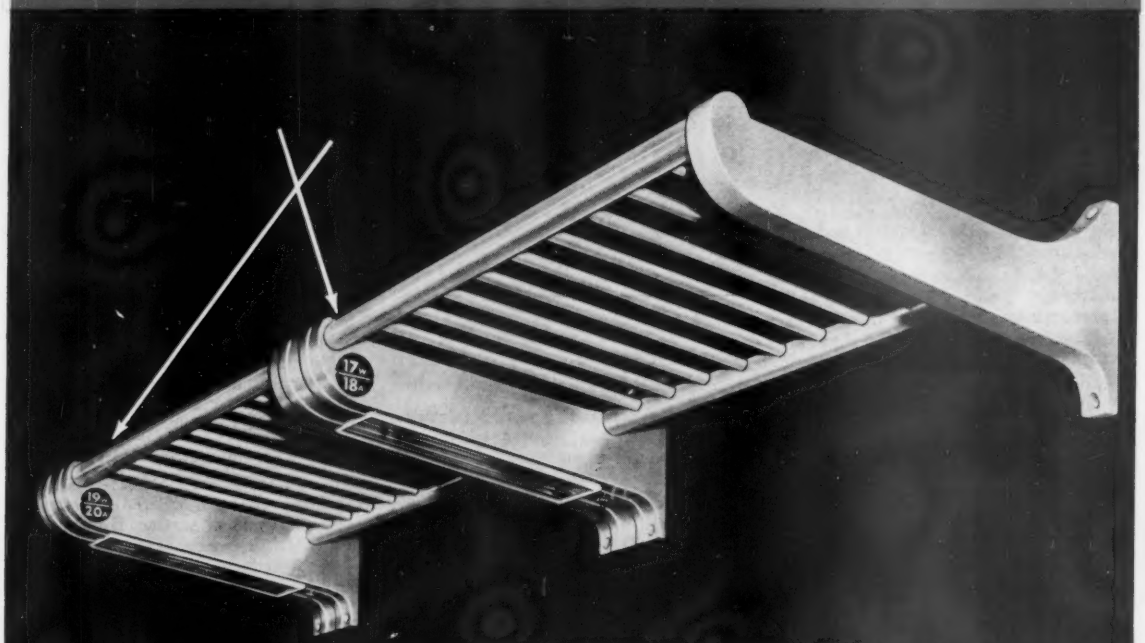
Minimum Rates—As a further step toward removal of such "undue restraints" on competitive rate making, Mr. Fort supported the Cabinet Committee's proposal to change the ICC's power over minimum rates. The AAR vice-president explained (as noted above) that adoption of this recommendation would end the commission's consideration of the effect of a proposed rate on another mode of transportation—but the "compensatory" test would remain.

In favoring the proposed limitations on the commission's power to suspend proposed rates, Mr. Fort said the present suspension procedure "affords a powerful instrument for the carriers of one mode of transportation to use in delaying or preventing the effectiveness of competitive rates proposed by carriers of another mode." He added that here, too, railroads "are more severely handicapped than their competitors."

As to the charge that railroads would "drive trucks off the highway" if permitted to make rates as recommended by the Cabinet Committee, Mr. Fort said: "In considering this statement it will be borne in mind that railroads would only be permitted to publish competitive rates which would be compensatory. If compensatory railroad

new

luggage rack with illuminated seat numbers



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rates would drive trucks off the roads it necessarily follows that trucks have no proper place in the transportation system. But such a conclusion is, of course, absurd. There are vast areas in the field of transportation where truck services are economically justified . . . In [such] areas, they are not dependent upon existing restraints on railroad competition."

Aside from its condemnation of all phases of the Cabinet Committee report, the presentation of ATA's Pinkney had a plug for the ICC. He said that many of the problems under discussion "can be cured in substantial part by a properly staffed and adequately financed ICC." Mr. Pinkney also told the House committee that the report constituted "an indictment of your agent, the ICC, and of the broad policies you have laid down to guide it."

He was asked by Representative Hale, Republican of Maine, if he defended the "fair share" theory. He replied that he did, as being necessary "to preserve a uniform rate structure." Representative Heselton, Republican of Massachusetts, said Mr. Pinkney seemed to have "seized upon adjectives to condemn the Cabinet Committee for all its works as a tool of the railroads." Mr. Pinkney agreed that such was his general position, although he didn't think he had put it "so strongly." He also told Mr. Heselton that he disagreed with President Eisenhower's characterization of the report as "brilliant."

For the forwarders, Giles Morrow, President and general counsel of the Freight Forwarders Institute, made a presentation in support of the Cabinet Committee recommendation which calls for "definite statutory standards" for determining when a shipper association engaged in consolidating operations is exempt from regulation as a forwarder. Mr. Morrow pointed out that there have sprung up in recent years "numerous" associations which claim to be within the exemption provisions.

The ICC, he continued, "has found the present law inadequate as a means of coping with the situation." Meanwhile, the associations "compete with regulated forwarders for the available tonnage but are subject to none of the rules and restrictions imposed on the regulated industry."

Briefly . . .

. . . A Civil War train and four pieces of earlier railroad equipment were shipped recently from the Baltimore & Ohio Transportation Museum, Baltimore, to Cornelia, Ga., to take part in a motion picture, "The Great Locomotive Chase," being filmed by the Walt Disney Studios. The film will recount the futile raids of Union soldiers who made their way behind Confederate lines to destroy the southern railroads south of Chattanooga.

Railway Officers

BALTIMORE & OHIO.—Robert M. Van Sant, director of public relations at Baltimore, retires October 1 after 42 years with the B&O. He will be succeeded by **Joseph L. Stanton,** assistant director. **Jacob Hay,** newspaperman, magazine and TV writer

Joseph L. Stanton

and former military public relations officer, has been appointed to succeed Mr. Stanton as assistant director. **Miss M. Virginia Tanner,** editor of the B&O Magazine, has been appointed assistant director of public relations in charge of publications, also effective October 1.

BANGOR & AROOSTOOK.—Gay M. Bradbury, assistant to vice-president—sales at Bangor, Me., has retired after 46 years service with this road.

CHESAPEAKE & OHIO.—H. C. Johnson, Jr., signal maintenance foreman at Huntington, W. Va., has been appointed assistant signal engineer—system, at Richmond, Va. **L. A. Payseure,** communications inspector at Richmond, has been appointed assistant communications engineer—system at that point. **J. E. Burns,** general communications inspector at Detroit, has been named assistant communications engineer, Northern region, at Saginaw, Mich.

C. H. Noble, general coal freight agent (rates), has been promoted to assistant coal traffic manager (rates) at Richmond. **E. A. Reilly,** assistant general coal freight agent (rates) at Richmond, has been named general coal traffic agent (rates) at that point. **W. L. Bailes, Jr.,** assistant general coal freight agent (rates), has become general coal traffic agent (rates).

H. H. Maginity and **S. A. Patrick,** assistant supervisors of stations, Pere Marquette division, have been appointed supervisors of station service at Saginaw and Grand Rapids respectively.

C. Vernon Cowan, assistant superintendent freight transportation at Richmond, Va., has been appointed superintendent freight transportation at that point, with responsibility for movement of all freight trains over the entire system.

ELGIN, JOLIET & EASTERN.—R. T. Brasel has been appointed assistant vice-president—personnel.

ILLINOIS TERMINAL.—Arthur L. Mohrman, general agent at Decatur, Ill., has been appointed assistant general freight agent there, succeeding the late **Lloyd C. Bundy,** assistant general freight and passenger agent. The position of assistant general freight and passenger agent has been abolished. **Earl L. McKenzie** replaces Mr. Mohrman.

SANTA FE.—Ross E. Chappell, assistant general passenger traffic manager at Chicago, has been transferred to Los Angeles, and his duties have been assumed by **J. L. Sloan,** assistant general passenger traffic manager at Chicago. Mr. Sloan's successor is **H. C. Johnston,** general traveling passenger agent at Topeka, Kan.

Melvin L. Shepherd has resigned as editor of the Santa Fe Magazine to become managing editor of Jobber Product News and Transportation Supply News at Chicago.

TEXAS & NEW ORLEANS.—Russ F. Wills, terminal superintendent at New Orleans, retired August 31 after 38 years of service. His successor is **S. E. Tanner,** assistant superintendent at New Orleans, who has been replaced by **E. F. Winterrowd,** traveling engineer at Houston. **L. F. Roberts** has been named trainmaster at Houston.

C. K. Chandler has been appointed general car inspector at Houston.

J. F. Elliot, auditor and secretary at Houston, retires September 30 after 49 years of service. **J. L. Stone** and **R. F. Davis,** both assistant auditors at Houston, have been appointed secretary and auditor, respectively, to replace Mr. Elliot. **Vernon Eaves,** assistant to auditor, has been named assistant auditor.

TORONTO, HAMILTON & BUFFALO.—J. H. R. Ragsdale has been appointed signal engineer at Hamilton, Ont. The position of signal supervisor was abolished as of September 30.

OBITUARY

Willard Adamson, 66, retired Detroit general agent for the **Northern Pacific** died September 3.

J. W. Harman, 41, general superintendent, Ontario district, **Canadian Pacific,** died suddenly at his home in Toronto, September 17.

Oscar Townsend, 81, retired vice-president in charge of traffic for the **Chicago Great Western,** died September 17 at Evanston, Ill.

Current Publications

PAMPHLETS

PRESENTING THE SWISS FEDERAL RAILWAYS. 47 pages, illustrations, maps. Swiss Federal Railways, 10 W. 49th st., New York 20.

Issued as a source of information on the Swiss Federal Railways, this booklet contains data on traffic, operations, equipment, maintenance and related subjects. It contains some excellent illustrations.

•

THE HISTORY, PURPOSES AND PROGRAM OF THE RPI. 12 pages. Railway Progress Institute, 38 S. Dearborn st., Chicago 3. Free.

The booklet defines the institute as the "voice and promotional arm" of the railway supply industry.

•

1955 PUBLIC TRANSIT MASTER PLAN FOR METROPOLITAN WASHINGTON, D.C., compiled and prepared by Dr. A. Joseph Wraight, Gordon J. Thompson, David H. Ashley, and Michael P. Harris, assisted by L. G. Hill. 71 pages, illustrations, maps. For copies write Dr. Wraight at 18 9th st., N.E., Washington 2, D.C.

A detailed plan for a rapid transit system in Washington, D.C.

FILMS

INDIAN PAINT and other films. 16 mm., sound, color. Colorado Fuel and Iron Corporation, 575 Madison ave., New York 22. Free loan.

The Colorado Fuel and Iron Corporation has made available eight films describing the production of steel, and important finished products. The manufacture of rails, wire rope, grader blades and reinforced concrete is pictured as well as the manufacture of products essential to the mining, agricultural and construction industries. Suitable for all age groups, the selection includes a series titled "Indian Paint," describing how iron ore was originally used by the Indians for war paint.

Each of these films describes the process of steelmaking, and details the manufacture of one or more steel specialty products.

TRADE PUBLICATION

ENGLISH ELECTRIC TRACTION. 43 pages, illustrations. The English Electric Company Limited, Queens House, Kingsway, London, W.C.2, England. Free.

A brochure illustrating and describing a number of electric and diesel electric locomotives and trains supplied by the English Electric Company to railways all over the world. To date, English Electric traction equipment is operating in, or is on order from, 29 countries.

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D Tournapull works alone to self-load, haul, spread material . . . repair washouts, trim side-slopes to improve drainage, handle earth-moving for new roadbeds and relocations, fill around bridge approaches. It can transport and spread ballast, stockpile and reclaim coal, build grade crossings. Equipped with 8′ blade, it can also handle dozing jobs. Because of its open top, it can be shovel or hopper-loaded. With ability to turn around nonstop in space only 26′ wide, "D" works easily in tight quarters.

Whatever the job, Tournapull can easily drive off right-of-way when mainline traffic comes through . . . a minute or so after the train goes by, is working again.

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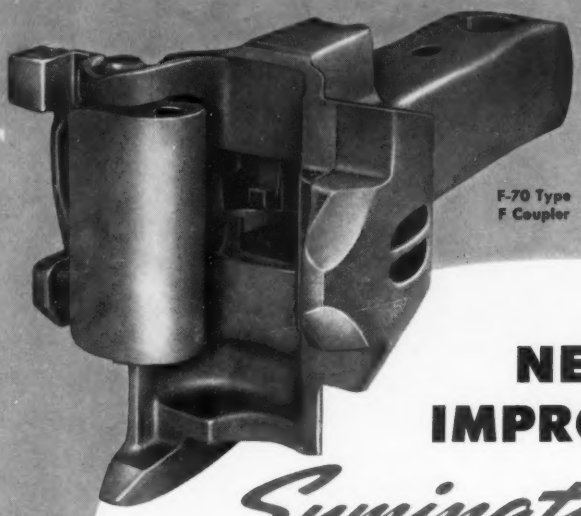

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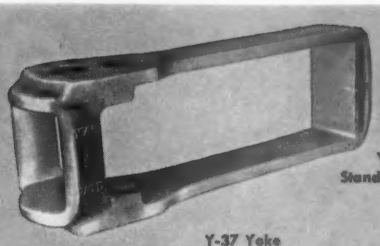

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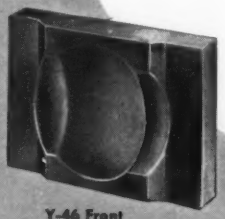

Y-46 Front Follower

Y-47 Coupler and Yoke Pin

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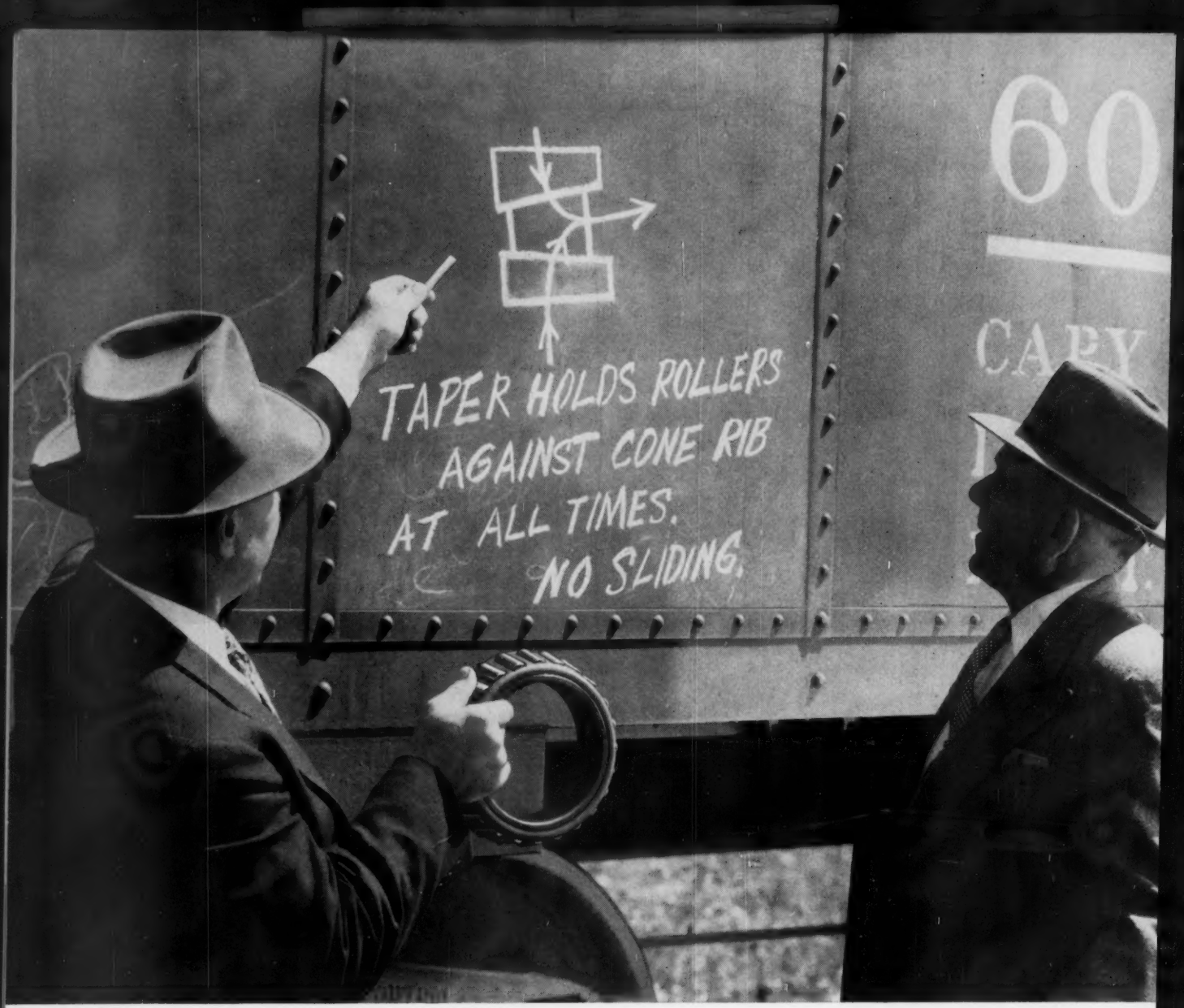

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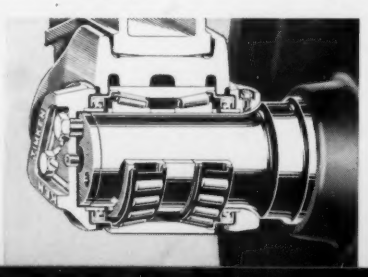

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